

MARYLAND STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
ENVIRONMENTAL EVALUATION SECTION

ARCHEOLOGICAL REPORT NUMBER 77

VOLUME I

**PHASE II-LEVEL BACKGROUND RESEARCH
FOR THE CANAL PARKWAY
DEVELOPMENT STUDY
Allegany County, Maryland**

Contract Number A 725-101-624

1993

**PHASE II-LEVEL BACKGROUND RESEARCH
FOR THE CANAL PARKWAY DEVELOPMENT STUDY**

Allegany County, Maryland

Contract Number A 725-101-624

VOLUME I

Prepared for:

**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
707 North Calvert Street
Baltimore, Maryland 21203-0717**

Prepared by:

**Alison Helms
Kathy Fobes-Jacoby
Robert Jacoby
Kim Kratzer
Karen Orrence
Kay Simpson, Ph.D.
John H. Sprinkle, Jr., Ph.D.
Ingrid Wuebber**

**THE CULTURAL RESOURCE GROUP
LOUIS BERGER & ASSOCIATES, INC.
1001 E. Broad Street, Suite 220
Richmond, Virginia 23219**

With:

**Michael B. Hornum

GAI CONSULTANTS, INC.
570 Beatty Road
Monroeville, Pennsylvania 15146**

**FINAL
July 1993**

ABSTRACT

This report presents the results of Phase II-level background research performed for the Canal Parkway Development Project, Allegany County, Maryland, at the request of the Maryland Department of Transportation, State Highway Administration, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The purpose of the background research and cartographic analysis was to isolate and delineate areas of archeological potential for prehistoric and historic period archeological resources. The report is accompanied by a set of base maps which assemble cartographic and other data relevant to assessing prehistoric and historic period archeological potential in the project area. The maps were produced using AutoCAD software in a DOS environment.

Four proposed alternatives for the Canal Parkway were subject to initial review. Eleven property-specific locations were selected in consultation with the State Highway Administration for more intensive work. As a result of this investigation, five locations have been recommended for Phase I historic archeological fieldwork. Areas to be surveyed for potential prehistoric archeological resources have also been identified.

ACKNOWLEDGMENTS

This background research was performed by Louis Berger & Associates, Inc. (LBA), on behalf of the Maryland Department of Transportation, State Highway Administration (MDOT). The work was performed on a fast-track time schedule and was accomplished through the efforts and cooperation of a diverse group of participants, which included state agencies and subcontractors in addition to LBA staff members.

LBA acknowledges the assistance of Carol Ebright, MDOT Archeologist, and Dennis Atkins, MDOT Environmental Engineer, who provided information concerning the locations of potential hazardous waste deposition in the project area. Mr. Atkins and Mr. Jim Yarsky, also of MDOT, made a substantial contribution to the project by helping to solve problems that arose in the transfer of CADD base map files.

The project was conducted under the general direction of Kay Simpson, Ph.D., who served as Project Manager. Preliminary background and cartographic records research was performed by Ingrid Wuebber, Senior Research Historian, and Kimberly Kratzer, Project Archeologist. Contributions were also made by Robert Wall, Ph.D., Senior Archeologist. Ms. Wuebber coordinated the property-specific historical research phase of the project. Alison Helms, Historian/Cartographer, designed and produced on AutoCAD the base maps of the project area showing locations of prehistoric and historic archeological potential. Property-specific research on eleven potential historic archeological sites was conducted; ten of the sites were researched by LBA staff members Ingrid Wuebber, Karen Orrence, Robert Jacoby, Kathy Fobes-Jacoby, and John Sprinkle. Michael B. Hornum, Ph.D., of GAI Consultants, Inc., wrote the property-specific history for the Baltimore and Ohio Railroad Roundhouse and Repair Shop under a separate subcontract to MDOT.

The report was written by Kathy Fobes-Jacoby, Alison Helms, Michael B. Hornum, Robert Jacoby, Kimberly Kratzer, Karen Orrence, Kay Simpson, John Sprinkle, and Ingrid Wuebber. The report was edited for content by Kay Simpson, Ph.D., John Sprinkle, Ph.D., and Amy Friedlander, Ph.D. Lee Nicoletti, Suzanne Szanto, and Kimberly Williams produced the report. Graphics were prepared by Linda Lipka and Jacqueline Horsford, who also helped produce the archeological base maps on AutoCAD.

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>PAGE</u>
Abstract	i
Acknowledgments	ii
List of Figures	v
List of Plates	viii
 I INTRODUCTION	 1
II PROJECT LOCATION AND ENVIRONMENTAL SETTING	4
III PREHISTORIC BACKGROUND	8
A. Prehistoric Context	8
B. Site File Search	12
C. Pedestrian Reconnaissance	14
D. Prehistoric Resource Sensitivity	14
IV HISTORICAL BACKGROUND	20
A. Historical Context	20
B. Site File Search	27
V CARTOGRAPHIC ANALYSIS OF ARCHEOLOGICAL POTENTIAL	28
A. Introduction	28
B. Design of the Base Maps	28
C. Methods	29
D. Discussion of Results	30
E. Summary of Site Selection	39
VI PROPERTY-SPECIFIC HISTORIES	43
A. Historic Property No. 1: The Baltimore & Ohio Railroad Roundhouse and Repair Shops	 43
B. Historic Property No. 2: Craddock House, 809 Virginia Avenue	52
C. Historic Property No. 3: Henry Shriver Farmhouse	55
D. Historic Property No. 4: Store and Dwelling, 521/523 Virginia Avenue	 67
E. Historic Property No. 5: Glass Works	73
F. Historic Property No. 6: Taylor Tin Mill	81

TABLE OF CONTENTS (continued)

<u>CHAPTER</u>	<u>PAGE</u>
G. Historic Property No. 7: Dwelling, 217 King Street	89
H. Historic Property No. 8: Wineow Street Neighborhood	92
I. Historic Property No. 9: Pump House	100
J. Historic Property No. 10: Chesapeake and Ohio Canal and Associated Basins	102
K. Historic Property No. 11: Possible Dwelling at the Canal Basins . .	120
VII SUMMARY AND RECOMMENDATIONS FOR FURTHER WORK . .	123
A. Prehistoric Archeological Potential	123
B. Historic Archeological Potential	126
REFERENCES CITED	131
APPENDIX A: Summaries of Property Ownership	
APPENDIX B: Qualifications of Investigators	
APPENDIX C: Archeological Base Map Sheets 1-6 (see Volume II)	

LIST OF FIGURES

<u>FIGURE</u>		<u>PAGE</u>
1	Project Location	2
2	Project Location Within Maryland Archeological Research Units	5
3	Project Area and Locations of Potential Early Nineteenth Century Settlement	22
4	Project Area in 1864	24
5	Distribution of Mid-nineteenth-Century Development in the Project Area, Based on Information Derived from the U.S. Coast Survey, 1864	25
6	Thomas and Crawford Streets in 1921	32
7	Filling Episodes of C&O Canal Basins, 1897-1956	37
8	Northeastern End of Project Area in 1921	40
9	Project Area and Locations of Historic Property Nos. 1-11	42
10	Predicted Locations of B&O Roundhouse and Shops	44
11	Plat Map Showing Tracts Purchased for Construction of B&O Roundhouse, Shop, and Yard Facilities Along Virginia Avenue	46
12	Plan of the 1896 B&O Roundhouse and Machine Shop Facility Along Virginia Avenue, 1910	47
13	Aerial View of the South Cumberland Rail Yards, B&O Roundhouse and Shops, circa 1910	48
14	Plan of the B&O Facility, 1921	50
15	Predicted Location of Craddock House, 809 Virginia Avenue	53

LIST OF FIGURES (continued)

<u>FIGURE</u>		<u>PAGE</u>
16	Plan of Part of Walsh's Addition Showing the Locations of Historic Property Nos. 2, 4, 5, 6, 7, and 10	54
17	Plan of Historic Property No. 2, 1910	56
18	Location of Henry Shriver Farmhouse	57
19	Plan of Part of Shriver's Addition Showing Historic Property No. 3, 1871	60
20	Plan of Historic Property No. 3, 1887	62
21	Plan of Historic Property No. 3, 1921	64
22	Plan of Historic Property No. 3, 1949	66
23	Predicted Location of Store and Dwelling, 521/523 Virginia Avenue . . .	68
24	Plan of Historic Property No. 4, 1897	69
25	Plan of Historic Property No. 4, 1904	70
26	Plan of Historic Property No. 4, 1921	72
27	Predicted Location of Glass Works	74
28	Plan of Historic Property No. 5, 1887	75
29	Plan of Historic Property No. 5, 1897	77
30	Plan of Historic Property No. 5, 1910	78
31	Plan of Historic Property No. 5, 1921	80
32	Plan of Historic Property No. 5, 1949	82
33	Predicted Location of Taylor Tin Mill Complex	83
34	Plan of Historic Property No. 6, 1897	85

LIST OF FIGURES (continued)

<u>FIGURE</u>		<u>PAGE</u>
35	Plan of Historic Property No. 6, 1910	87
36	Plan of Historic Property No. 6, 1921	88
37	Predicted Location of Dwelling, 217 King Street	90
38	Plan of Historic Property No. 7, 1921	91
39	Predicted Location of Wineow Street Neighborhood	93
40	Part of Wineow Street Neighborhood, "Shanty Town," in 1949	94
41	Part of Wineow Street Neighborhood, "Shanty Town," in 1910	96
42	Part of Wineow Street Neighborhood, "Shanty Town," in 1892	97
43	Predicted Location of Pump House	101
44	Predicted Locations of C&O Canal Basins at Maximum Capacity, circa 1896	103
45	C&O Canal and Canal Basins in 1864	105
46	Detail of Old C&O Canal Feeder Lock, Cumberland	107
47	Waste Weir, 1924	108
48	Stop Lock, 1930	109
49	C&O Canal Basins, 1865	112
50	C&O Canal Basins, circa 1896	114
51	C&O Canal and Basins, 1924	117
52	C&O Canal Basin, 1945	118
53	Map of C&O Canal in Project Area, circa 1980	119
54	Predicted Location of Possible Dwelling at C&O Canal Basin	121

LIST OF PLATES

<u>PLATE</u>		<u>PAGE</u>
1	Alternative 2 Corridor, Intersection of Virginia and Humbird Streets, Looking East	15
2	Intersection of Alternative 3 and 4 Corridors, City of Cumberland Municipal Service Center in Background, Looking South	17
3	C&O Canal Park Land, Looking North Illustrating Riprap for Flood Control	19
4	Wineow Street Looking North (undated)	99

I. INTRODUCTION

The Cultural Resource Group of Louis Berger & Associates, Inc. (LBA), has conducted Phase II background research for the Canal Parkway Development Project, Allegany County, Maryland (Figure 1). This effort included a limited pedestrian reconnaissance of the project area.

The Canal Parkway Development Study is a joint effort between the Maryland State Highway Administration and the National Park Service. The purpose of the study is to investigate transportation alternatives for improved and safer access to the South Cumberland area (including the regional airport) from Interstate 68 and Downtown Cumberland, while also improving access to the Chesapeake and Ohio (C&O) Canal National Historical Park. At present, north-south traffic flow between South Cumberland and Downtown Cumberland is restricted by a narrow railroad underpass known locally as the "Virginia Avenue Subway" located at the intersection of Virginia Avenue and Maryland Route 51.

Three alternatives are currently proposed to alleviate the Virginia Avenue Subway congestion and safety problem. Alternative 2 proposes a widening of Virginia Avenue to four lanes from Fourth Street to Bowen Street and the possible replacement of the existing CSX railroad bridge across Virginia Avenue. Alternative 3 proposes building a two-lane undivided highway along a new right-of-way from Maryland Route 51 west of Virginia Avenue to the area of River Avenue and Ford Avenue and improving Ford Avenue to the Wiley Ford Bridge. Alternative 4 proposes building a two-lane undivided highway along a new right-of-way from Maryland Route 51 at Wineow Street to the area of River Avenue and Ford Avenue and improving the Wiley Ford Bridge.

The project area, delineated on a set of oversize base maps designed to accompany this report, comprises four alternative corridors and five adjoining study parcels. The alternative corridors are referred to as Alternatives Corridors 2, 3, and 4, and the Chesapeake and Ohio (C&O) Canal Park Land. The study parcels are referred to as Study Parcel Nos. I, II, III, IV, and V (Archeological Base Map Sheets 1 through 6, Appendix C in Volume II).

This investigation was requested by the Maryland Department of Transportation (MDOT), State Highway Administration, in accordance with a Phase I Terrestrial and Underwater Archeological Contract (BCS 90-01B); the 1986 Specifications for Consulting Engineers Service Manual, Section IV; and the 1988 second draft Consultant Specifications for Archeological Procedures (Maryland Geological Survey, Division of Archeology 1988). The study was undertaken in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended and implemented in 36 CFR Part 800; the National Environmental Policy Act of 1969; and Section 4(f) of the National Transportation Act of 1973. This study follows the guidelines set forth by the Maryland Historical Trust for archeological investigations in Maryland (McNamara 1981).

The primary purpose of the background research was to assess the archeological site potential, or archeological sensitivity, of the project area. Assessments of prehistoric and historic period archeological potential were derived separately, using different criteria and screening processes. For the purpose of analysis, data related to prehistoric archeological potential were indicated on Archeological Base Map Sheets 1, 2, and 3; and data related to historic archeological potential were indicated on Archeological Base Map Sheets 4, 5, and 6.

The results of the prehistoric and historic period background research are discussed in Chapters II, III, and IV. Data gathered during background research and pedestrian reconnaissance were compiled and synthesized on the archeological base maps, and analysis of the compiled data is discussed in Chapter V. Phase II-level historical research was conducted on a sample of eleven potential historic archeological sites in order to assess their potential significance in advance of Phase I archeological testing. The results of this research are discussed in Chapter VI. A summary of archeological potential in the project area, organized by alignments and study parcels, is presented in Chapter VII.

The data collection phase of this project began with a review of existing cultural resource documentation on file at the Maryland Historical Trust in Crownsville, Maryland. Sources consulted included state planning documents, cultural resource survey reports, and State and National Register archeological and architectural site files. This research was followed by an examination of documents on file at the National Park Service C&O Canal branch office in Cumberland, the National Park Service National Capital Region office in Washington, D.C., the Army Corps of Engineers office in Baltimore, and the Maryland Office of Planning in Cumberland.

Prehistoric and historic contexts were based primarily on existing cultural resource documentation. Property-specific histories were researched through a variety of primary and secondary sources, including deeds, tax records, city directories, census records, historical maps, photographs, local and regional histories, biographies, newspapers, company histories, annual reports, journals, and informant interviews. These sources were consulted at the City Clerk's Office, Allegany County Courthouse (Cumberland); the County Tax Assessor's Office, Allegany County Jail Building (Cumberland); the Allegany County Library (Cumberland); the Maryland History House (Cumberland); the Appalachian Collection at the Allegany County Community College Library (Cumberland); Frostburg State University Library (Frostburg); the Maryland Room at the University of Maryland Library (College Park); the Maryland State Archives (Annapolis); the Enoch Pratt Free Library (Baltimore); the Baltimore and Ohio Railroad Museum (Baltimore); the National Capital Region of the National Park Service (Washington, D.C.); the Chesapeake and Ohio National Historical Park (Sharpsburg); and the National Archives and Records Administration (Washington, D.C., and Alexandria, Virginia).

II. PROJECT LOCATION AND ENVIRONMENTAL SETTING

The project area is located along the western edge of the Ridge and Valley district of the Appalachian Valley physiographic province (Vokes and Edwards 1974). This physiographic region, created as a result of fluvial erosion and folding and faulting of the underlying geological strata, is characterized by a smooth, undulating to steeply sloping surface with narrow, relatively shallow valleys and high, level uplands. Elevations in the province range between 600 and 2,400 feet above mean sea level (amsl) (Wagner 1992).

The project vicinity includes floodplain, terrace, and upland environments. Topographically, the project area is characterized as a slightly elevated terrace adjacent to the North Branch of the Potomac River. The project area is located just west of the Potomac River and extends northeast to southwest.

The underlying bedrock in the area includes the Devonian-age Jennings Formation. The Jennings Formation is composed of platy siliceous shales, siltstone, and conglomeritic sandstones. The uppermost sandstone members are ridge formers. The ridge formations are dominated by the Helderberg and Oriskany formations, which are also the major source of siliceous lithic material (cherts and cherty siltstones) for the region (LBA 1993).

Located within Maryland Archeological Research Unit Number 22 (established by the Council for Maryland Archeology), the project area is situated within the Evitts Creek-Georges Creek drainage basins of the North Branch of the Potomac River. The Potomac River converges with Wills Creek at the extreme northwestern edge of the project area (Figure 2).

Some of the soil types presently in the project area represent the result of building, leveling, flood control, grading, and other activities consistent with urban development; others are derived from natural processes and appear to have escaped alteration (Stone and Matthews 1977). USDA soil types in the project area include Allegheny-Urban land complex (AnB), Alluvial land (Au), Alluvial land-Urban land complex (Av), Cut and Fill land (Cv), Ernest-Landisburg-Urban land complex (EuB), Weikert-Urban land complex (WIE), Philo silt loam (Ph), and Pope fine sandy loam (Pn). Intact pedogenic horizons would be anticipated in sections of the project area underlain by Philo silt loam and Pope fine sandy loam (Stone and Matthews 1977). The distribution of soil types in the project area is indicated on Archeological Base Map Sheets 1, 2, and 3.

Allegheny-Urban land (AnB) consists of the Allegheny fine sandy or silt loam soils that have been graded, cut, filled, or otherwise disturbed and altered for urban development. These soils are found in Cumberland primarily on terraces adjacent to the Potomac River and Wills Creek. The Allegheny series are composed of deep, well-drained soils formed from alluvial deposits. Intact soils of this series consist of a 12-inch-thick fine sandy loam A-horizon. The uppermost portion of the substrata consists of pebbles in a brown heavy sandy loam matrix that extends to

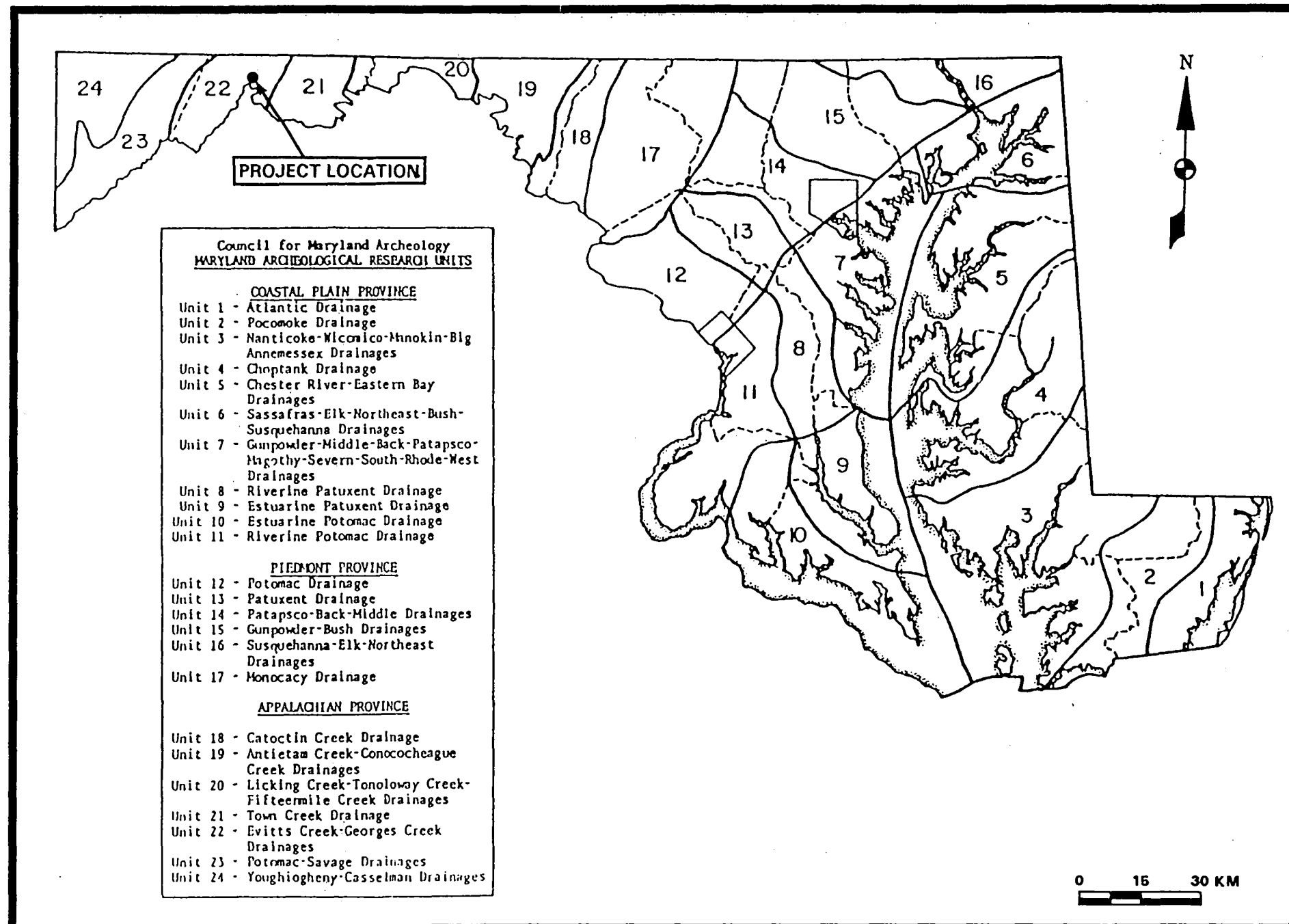


FIGURE 2: Project Location Within Maryland Archeological Research Units

SOURCE: MHT

25 inches below surface. The A-horizon is underlain by a 10-inch-thick strong brown clay loam. Between 40 and 50 inches below surface are pebbles in a yellowish brown light clay loam matrix. The substratum is comprised of yellowish red and dark reddish gray mottles in a light yellowish brown fine sandy loam matrix that extends to 52 inches below surface. Underlying this substratum, to a depth of 84 inches, are shale fragments in a gray or light gray shaly silty clay matrix (Stone and Matthews 1977).

Alluvial land (Au) soils are located on narrow U-shaped or V-shaped floodplains along minor streams. Formed from colluvial upland sediments, Alluvial land is poorly drained and is therefore most often very wet during wet periods and variably wet during dry periods. Its texture ranges from sandy to clay and it contains many angular, subangular, and round pebbles (Stone and Matthews 1977).

The Alluvial land-Urban land complex (Av) consists of soil areas in which part or all of the original soil has been removed, covered, or altered for urban development. This soil complex is found in parts of Cumberland, adjacent to the Potomac River, and is confined to floodplains or low-lying areas. This soil type consists of mixed and variable soils with angular, subangular, and round pebbles (Stone and Matthews 1977). Cut and Fill land (Cv) is found in residential and commercial areas, where the original soil has been removed, covered, or graded by construction and other related activities. Soils classified as Urban land are generally altered to the point where the soils are unidentifiable (Stone and Matthews 1977).

Ernest-Landisburg-Urban land complex (EuB) soils consist of deep, somewhat poorly drained to moderately drained soils that formed in colluvial materials on nearly level to gently sloping landforms and their bases. These soils have been removed, covered, or graded for urban development. In the project area, most of these soil sections are covered by streets, sidewalks, and various types of buildings. A representative profile of Ernest-Landisburg-Urban land contains a surface layer of dark grayish brown silt loam approximately 8 inches thick. The subsoil is made up of a yellowish brown light silty clay loam that extends for 7 inches, and a yellowish brown (with gray mottles) silty clay loam to 24 inches. This overlies, in turn, a gray light silty clay loam that extends to 60 inches below present surface. Shale and sandstone bedrock is encountered at a depth of 6 to 20 feet below surface (Stone and Matthews 1977).

Weikert-Urban land complex (WIE) consists of strongly sloping to steep soils formed primarily in materials weathered from acid shale and siltstone. In a representative profile, Weikert-Urban soils contain a surface layer of leaf litter and decomposing organic materials (humus). The A-horizon is composed of a 2-inch-thick dark brown shaly silt loam. This is underlain in turn by a brown to dark brown shaly silt loam to 4 inches below surface. The uppermost portion of the substratum, between 4 inches and 16 inches below surface, consists of a brown to yellowish brown very shaly silt loam. The substratum extends to a depth of 19 inches below present surface and the lower portion is composed of pale brown fractured shale (Stone and Matthews 1977).

Philo silt loams (Ph) are highly acidic soils, derived from nearby sandstone and shale upland areas, located in floodplains. Although the moisture content of Philo series soils is high, seasonal wetness, a high water table, and hazard of flooding limit these soils for cultivation. In a representative profile, Philo soils consist of a surface layer of a dark grayish brown silt loam 8 inches thick. The subsoil typically measures 20 inches thick, grading from a dark yellowish brown silt loam to a yellowish brown loam. The substratum extends to a minimum depth of 56 inches and consists of a variegated gray to brown loam or light silt loam with yellowish red mottle (Stone and Matthews 1977).

Pope fine sandy loams (Pn) are also highly acidic soils derived from nearby sandstone and shale upland areas. The Pope series consist of deep, well-drained soils generally located in wooded areas on floodplains. In representative profile, the surface layer is a dark grayish brown fine sandy loam approximately 11 inches thick. The subsoil is a dark yellowish brown fine sandy loam approximately 37 inches thick. The substratum extends to a depth of 60 inches and is composed of variegated brown, yellowish brown, and grayish brown stratified gravelly sand and sandy loam (Stone and Matthews 1977).

Natural vegetation in the project area consists primarily of tree saplings and mature deciduous trees interspersed with thickets of brush. Other vegetation in the area includes wild perennial grasses and weeds. The most common forest type present is the mixed oak, dominated by red, white, and chestnut varieties. Sugar maple, beech, and yellow birch trees are also present. Historically, this environment supported a variety of fauna, including deer, bear, and elk, and various smaller game. The nearby Potomac River and its tributaries provided habitats for several species of freshwater fish (LBA 1993).

III. PREHISTORIC BACKGROUND

The following overview of the prehistoric occupation of western Maryland is intended to provide a context within which the significance of potential archeological resources may be evaluated. Regional journals, cultural resource reports, and local archives were examined for information on regional prehistory. Relevant summaries of western Maryland prehistory can be found in LBA (1993), Milner (1993), and Wesler et al. (1981). The overview is followed by a summary of the results of a search of the archeological site files maintained by the Maryland Historical Trust and by a description of the results of the pedestrian reconnaissance of the project area.

A. PREHISTORIC CONTEXT

1. Paleoindian Period

Preserved pollen remains and associated radiocarbon dates suggest that a gradual warming trend followed the retreat of the Pleistocene glaciers from the continent beginning around 17,000 BP. The general pattern of ecological succession suggests a predominantly herbaceous vegetation (i.e., mosses, lichens, and sedges) following glaciation. This was succeeded by open parkland vegetation and then by mixed forest zones with pine and spruce predominating at about 13,000 BP (Carbone 1976).

The earliest recognized occupation of western Maryland dates to the Paleoindian period (12,000 to 7500 BC). Geological and palynological evidence indicates that during this period the western portion of Maryland maintained a colder climate than during subsequent periods and supported a closed coniferous forest (Carbone 1976). Along broad upland flats, expanses of grassland would have existed. This habitat supported a variety of large herbivores that included mammoth, mastodon, caribou, elk, and moose. Caribou herds may have been a particularly important resource to Paleoindians. Narrow stream valleys of the region would most likely have been forested with spruce that supported large solitary animals such as elk (LBA 1993).

Although typical reconstructions of Paleoindian lifeways stress the importance of large cold-adapted game, subsistence was probably more diversified. Investigations of Paleoindian occupation at the Shawnee-Minisink Site on the Delaware River, Pennsylvania, recovered remains of various small game and plant resources (McNett 1980).

Paleoindian occupation is characterized by the use of distinctive fluted lanceolate points (i.e., Clovis and Cumberland types), bifacial knives, drills, graters, burins, flake cores, scrapers, and flake tools with no formalized shapes. A model of Paleoindian settlement in the Appalachian Valley physiographic province has been developed by Gardner (1974, 1977) through his investigations at the Thunderbird Site and interrelated sites around Flint Run in the Shenandoah Valley of Virginia. Paleoindian settlement in this area is characterized by functionally different sites, including base camps, quarries, lithic reduction stations, and hunting stations. The key

to settlement movements appears to have been access to high-quality cryptocrystalline lithic materials. Quarry sources are usually located in the uplands, whereas base camps are typically situated in the floodplain zone.

2. Early Archaic

Early Archaic cultures, dating between 7500 and 6000 BC, are viewed as elaborations of the earlier Paleoindian cultures. With the exception of diagnostic projectile points, adaptive lifestyles remained basically unchanged, exhibiting an orientation toward hunting-related activities.

During this period, climatic changes included a gradual warming and drying. Mixed deciduous-coniferous forest, represented by birch, oak, and pine species, constituted the dominant forest type. This environment was similar to that of present times, and most likely supported modern faunal species. Because of the growing deciduous element in the composition of the area's forests, it is likely that Early Archaic hunters and gatherers were exploiting new environments (LBA 1993).

In the Middle Atlantic region, the sporadic occurrence of netsinkers, chipped-stone axes/celts, and flat pitted stones possibly representing milling equipment (Dumont 1979:46; Kraft 1975) suggests some subtle shifts in subsistence strategies and related technology. Fishing and the growing of important plant foods and woodworking are implied by these remains.

Excavations at the St. Albans Site in Kanawha County, West Virginia, encountered a deeply stratified depositional sequence of Early Archaic components that were radiocarbon-dated between 9850 BP \pm 100 years and 8160 BP \pm 100 years (Broyles 1971). The Early Archaic sequence at the St. Albans Site begins with the Palmer projectile point type, followed by Kirk, St. Albans, LeCroy, and Kanawha point types (Broyles 1971; Coe 1964; Kneberg 1956).

3. Middle Archaic

The Middle Archaic period dates to between 6000 and 4000 BC. Much of the present knowledge concerning this period is based on lithic type categories recognized and developed in areas spatially far removed from the project area. Early portions of the period, characterized by bifurcated-base projectile points such as the LeCroy, St. Albans, and Stanly point types, are represented by relatively few sites in the region.

Diagnostic artifacts of the Middle Archaic are not widely recognized in western Maryland (Wall 1991). This may in part reflect the results of continued development of adaptive strategies based on a largely deciduous forest environment and its resources. Increased exploitation of this environment did not necessarily require the use of diagnostic point types (Herbstritt 1980). In addition, Middle Archaic sites tended to be located in areas adjacent to rivers or streams that have been subjected to surface erosion or redeposition/accumulation. Hence, such floodplain sites may provide a stratified sedimentary sequence containing Middle Archaic deposits.

Recorded sites of this period generally reflect the same kinds of settings as those known for the preceding Early Archaic period (LBA 1993). This is probably because the subsistence strategies of Middle Archaic populations were similar to those practiced by peoples of earlier periods.

4. Late Archaic

Late Archaic populations (4000 to 2000 BC) can best be characterized as specialized hunters and gatherers. Although they exploited the same broad range of resources exploited by earlier cultures, Late Archaic populations appear to have developed a well-defined and scheduled round of settlement and subsistence, intensifying their use of specific resources, such as fish. Late in the period there is some evidence of sedentary camps with riverine orientations (LBA 1993).

The Late Archaic period corresponded to the climatic conditions of the Xerothermic interval, during which extensive oak-hickory forests prevailed in the region (LBA 1993). Expansion of the ecosystem led to increased utilization of riverine and upland environments. Sedentary settlements in stream valleys would have contributed to an increased utilization of upland regions (Stewart et al. 1989).

A variety of narrow-bladed notched and stemmed projectile points, including Brewerton, Otter Creek, Vosberg, Halifax-Vernon, Lackawaxen, and Bare Island types, are diagnostic of the Late Archaic period (LBA 1993). Tool assemblages from Late Archaic sites also include atlatl weights, ground and pecked-stone implements, heavy and light woodworking tools, netsinkers, and food-grinding implements. Milling stones and other food-grinding implements attest to an increased reliance on gathered wild plants; netsinkers, stone-boiling features, and faunal remains indicate the importance of fishing and shellfishing.

Late Archaic levels at the Meadowcroft Rockshelter yielded evidence of the use of ceramics and cultivated plants (Adovasio et al. 1981). The cooking and storage container technology based on ceramics and cultivated plants is probably related to increasingly sedentary lifestyles late in Late Archaic times.

5. Terminal Archaic/Early Woodland

The Terminal Archaic/Early Woodland period (2000 to 500 BC) is traditionally distinguished from the preceding Late Archaic period by the introduction of ceramic vessels. The trends toward greater sedentism and subsistence specialization begun during the Late Archaic continued and were eventually accompanied by increased experimentation with cultigens. Ceramic technology resulted in the enhanced capability to store food. Improved storage has implications for population dynamics in that it permits the support of more sedentary, long-term settlements while partially offsetting the seasonal fluctuation of resources.

The earliest documented Woodland occupation in the region is associated with the Adena culture, which was centered in the Ohio River Valley. The Adena culture is associated with a burial cult

marked by conical earth mounds that were typically constructed over pit graves set within circular houses. This type of ceremonialism signifies a level of social complexity that was first manifested during the Late Archaic. Stone ornaments such as pendants, gorgets, and carved tablets, as well as tubular stone pipes, are associated with Adena burials (Michael 1968). Evidence of burial ceremonialism in western Maryland is concentrated in the Ohio and Monongahela River drainages. In addition, small stone mounds (cairns) have been recorded along the Youghiogheny River in western Maryland (Dragoo 1971).

The toolkit of the Early Woodland period is essentially that of Late Archaic times, excluding stylistic changes in projectile points and the addition of ceramics. Point types include Meadowood, Adena, Rossville, Cresap, Robbins, and Lagoon.

Early Woodland pottery is typically tempered with crushed rock. Vessels are thick walled and usually covered with cord-markings on both interiors and exteriors. The ironstone-tempered Half Moon and Vinette I-like wares are probably most common on sites in western Maryland for this time period (Wall 1981).

6. Middle Woodland

The Middle Woodland period (500 BC to AD 900) is associated with the Hopewell ceremonial/mortuary tradition. Hopewell groups cremated their dead and buried them under earthen mounds that are generally smaller than Adena mounds. Hopewell-related earthen mound complexes are not found in western Maryland; the primary expression of burial ceremonialism in this region are, instead, mounds built of stone (cairns), with few associated exotic lithic materials (Fowke 1894; LBA 1993; Wall 1981).

Middle Woodland settlement is characterized by a greater reliance on food production, including cultivation of maize and beans. Large group settlements occur on the floodplains of high-order streams and rivers, where burial cairns were also constructed. These locations were ideal for plant cultivation (LBA 1993).

Diagnostic artifacts of the Middle Woodland period include Manker Stemmed, Manker Corner Notched, Snyders, and Jack's Reef point types (Cowin 1985:187; Ritchie 1971) and limestone-tempered (Watson-ware) pottery. Middle Woodland ceramics have thinner walls than Early Woodland wares. Cordmarking is still the prevalent surface treatment, although incised decoration is also common (Wall 1992).

7. Late Woodland

The Late Woodland period of western Maryland (AD 900 to 1600) is marked by triangular projectile points and an agricultural-based economy. Subsistence during the Late Woodland was dominated by domesticated plants and supplemented by hunting, fishing, and the collection of

wild plants (LBA 1993). Sites of this period are represented by settlements consisting of nucleated farming-oriented villages on major floodplains. Adjacent upland areas would most likely have been visited for hunting, gathering, and other forays. During the Late Woodland, western Maryland is normally associated with the Monongahela culture, which is the dominant aboriginal manifestation of the Lower Ohio Valley (LBA 1993). Sites associated with this culture are characterized by circular or oval villages with stockade walls located on terraces and in upland areas. Ceramics relating to this culture consist of bag-shaped vessels, initially tempered with limestone, but later in the period tempered with shell (Milner 1993).

Potential Late Woodland village locations are present within the vicinity of the project area. Portions of the project environs would also be expected to contain hunting stations and to yield finds of stray projectile points lost during Late Woodland hunting forays.

B. SITE FILE SEARCH

To assess the potential for locating cultural resources within the project area, LBA researchers consulted cultural resource and environmental studies and reports on prehistoric and historic period settlement and land use in and adjacent to the proposed project area. In addition, site files at the Maryland Historical Trust were examined for information on known prehistoric sites in the vicinity of the project area. This review served to characterize the locational attributes of prehistoric site distribution in this region.

A review of the archeological site files maintained by the Maryland Historical Trust indicated that no recorded prehistoric archeological sites were located in the project area. The file search did indicate, however, that several known prehistoric sites have been recorded within a two-mile radius of the project area, in similar environmental contexts.

The nearest known prehistoric resource to the project area is Site 18Ag111. This site consists of scattered surface finds, and is located approximately one mile southeast of the project area on a floodplain overlooking the Potomac River.

Investigations conducted during the course of the Maryland coal region study in 1980-1982 (Wall 1981) identified several Woodland period sites (designated Sites 18Ag108, 18Ag109, 18Ag110, and 18Ag118) on the Potomac River floodplain southeast of the project area. Sites 18Ag108 and 18Ag109 are located 1.25 and 1.5 miles (respectively) from the project area. Sites 18Ag110 and 18Ag118 are located 2.5 and 3 miles (respectively) southeast of the project area. Investigations yielded limestone- and shell-tempered pottery from surface collections. Based on the artifacts recovered, these sites are interpreted as Middle Woodland occupations (LBA 1993).

Another nearby site, 18Ag105, is located approximately 1.75 miles south of the project area (Wall 1981). This site yielded artifacts attributed to the Late Woodland period. A local informant reported the location of an extensive Late Woodland period village midden deposit with an adjacent burial ground at 18Ag105 (LBA 1993).

Two Paleoindian sites are recorded approximately 3 miles northeast of the project area (Barse 1990). No Paleoindian sites have been formally recorded for areas adjacent to the proposed project area.

Phase I investigations at Mexico Farms documented the presence of seven prehistoric sites on a Pleistocene terrace adjacent to the Potomac River (Dorsey 1986). Sites 18Ag163, 18Ag164, 18Ag165, 18Ag166, 18Ag167, 18Ag168, and 18Ag169 were located on a 225-acre tract of land situated approximately 2 miles southeast of the project area. Sites 18Ag163, 18Ag164, 18Ag165, and half of 18Ag166, were destroyed by construction of an industrial park (LBA 1993). Subsequent Phase II investigations (Engineering-Science, Inc. 1987) concentrated on three sites identified during the Phase I study: 18Ag166, 18Ag167, and 18Ag168. Artifacts recovered from the sites include Vernon, Rossville, and possible Brewerton projectile points, ceramics, and chert and rhyolite waste flakes. In addition, stone cairns were documented during the Phase I investigation (Dorsey 1985). The identified features and the artifacts retrieved represent multicomponent sites of the Middle Woodland period (LBA 1993).

In 1990, LBA conducted Phase III and supplemental Phase II investigations at Mexico Farms for Sites 18Ag166, 18Ag167, and 18Ag168. Sites 18Ag167 and 18Ag168 were identified as contiguous sites dating from the Early Archaic to the Late Woodland period. An Early Archaic component is represented by a few small clusters of debitage in association with Kirk stemmed points. A Late Archaic component is defined by a number of Brewerton projectile points retrieved from subplowzone context. Although the Early and Late Woodland periods are not well represented at these sites, the Middle Woodland period is well documented by radiocarbon dates for both 18Ag167 and 18Ag168 (LBA 1993). Additional subsurface finds included Watson and McGraw type ceramics and Flint Ridge bladelets, suggesting long-term encampments. Sites 18Ag166, 18Ag167, and 18Ag168 were determined eligible for inclusion in the National Register (LBA 1993).

Review of the state archeological site files indicates that the Barton Village Site is located approximately 6 miles southwest of the project area.

Reviews of the site files, cultural resource reports, and relevant publications indicate that the region encompassing the project area is rich in prehistoric archeological resources. Prehistoric sites are common along the watercourses and wetlands of the area, particularly along the Potomac River and its tributaries. Recorded sites typically lie within 250 feet of a watercourse or wetland. Documented components are predominantly Woodland period, although Archaic sites have been recorded (LBA 1993; Wall 1981). Recorded sites vary in overall dimensions and artifact density, suggesting occupations that differed in terms of length of stay as well as group size.

C. PEDESTRIAN RECONNAISSANCE

Archeological potential in the project area is affected in part by modern disturbances. Walkover examination of the project area was conducted by an LBA archeologist during the period February 22-25, 1993. This reconnaissance involved a 100 percent inspection of the project area. It was found that approximately 90 percent of this area had been subjected to disturbance in the form of topsoil removal from quarrying, flood control activities, and natural erosion processes, as well as building and demolition activities. These areas of disturbances were identified primarily in the eastern half of the project area—on both sides of Maryland Route 51—as well as in portions adjacent to the canal which make up the western section of the project area. In these areas, the removal of topsoil was indicated by the presence of demolition debris, spoil heaps, and exposed C-horizon soils. Archeological potential or sensitivity is considered to be extremely low in areas (designated on Archeological Base Map Sheets 1, 2, and 3) where this disturbance has occurred.

Walkover reconnaissance also identified areas where pedogenic horizons are likely to be intact, in the western portion of the project area. In these sections, designated on Archeological Base Map Sheets 1, 2, and 3, ground disturbance is limited to landscaping and/or topsoil removal.

D. PREHISTORIC RESOURCE SENSITIVITY

Prehistoric resource sensitivity for the proposed Canal Parkway was developed by comparing characteristics of the project area with settings in which prehistoric sites are known to have been identified. The general criteria for evaluating the potential for prehistoric resources included the following: absence of apparent ground surface disturbance; locations within upland settings; and floodplain locations within 250 feet of the Potomac River. Based on these criteria and on the background research, areas of high potential for prehistoric archeological resources in the project area (as illustrated on Archeological Base Map Sheets 1, 2, and 3) appear to be concentrated within the C&O Canal National Historical Park. The total acreage of areas of prehistoric sensitivity suggested for Phase I survey is 23 acres.

1. Alternative 2 Corridor

The Alternative 2 Corridor corresponds to the existing Virginia Avenue. This alternative encompasses residential and industrial-related structures primarily (Plate 1). Background research and site inspection of this corridor indicated that surface disturbance has occurred in 90 percent of the Alternative 2 Corridor as a result of modern construction and demolition.

As noted, the project area comprises part of a broad river terrace adjacent to the North Branch of the Potomac River. Prehistoric sites have been recorded in such floodplain environments. Although the Alternative 2 Corridor is located beyond the 250-foot zone where typical prehistoric sites might be identified, background research (including soil data) and site inspection determined that this location possesses prehistoric potential (see Archeological Base Map Sheets 1, 2, and 3).

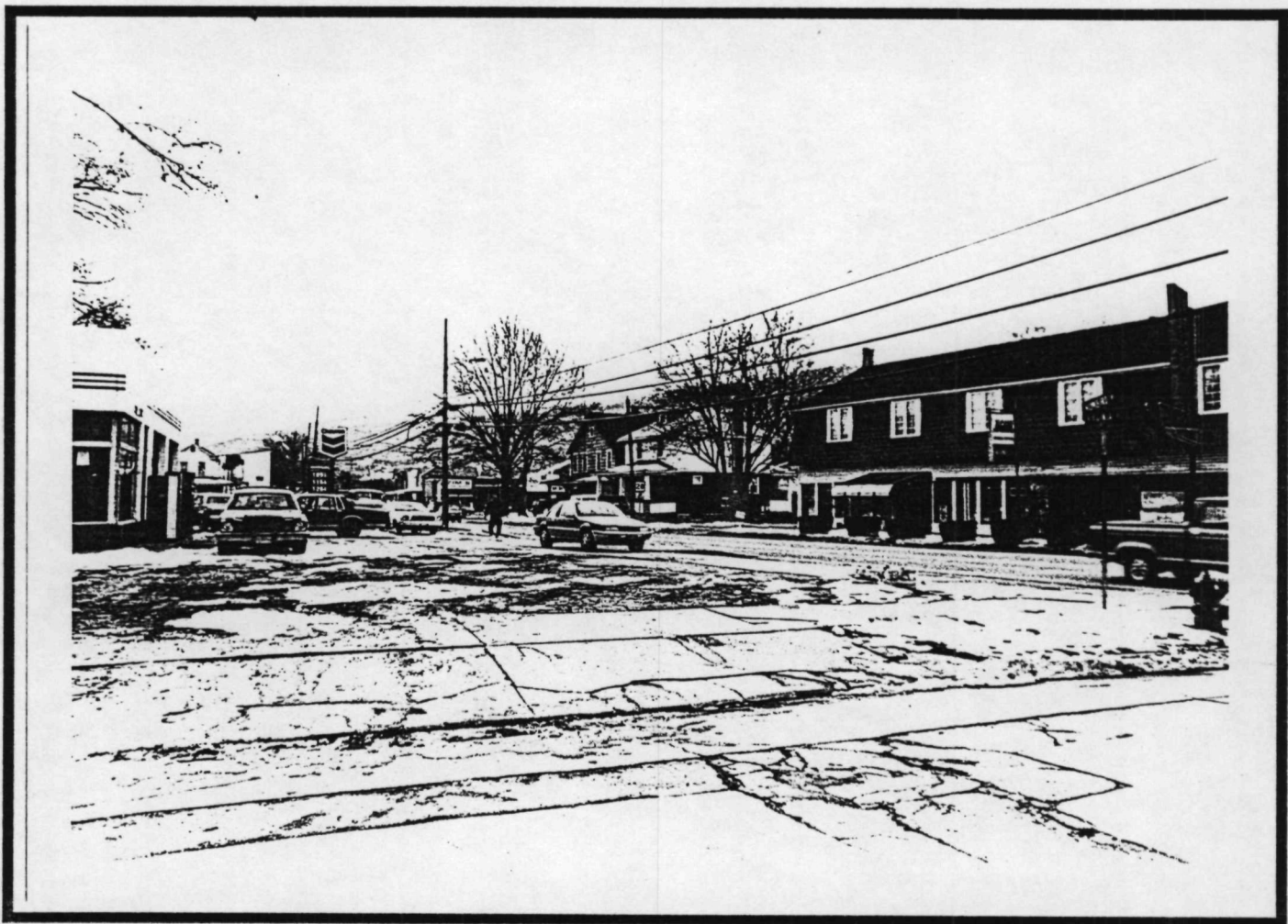


PLATE 1: Alternative 2 Corridor, Intersection of Virginia and Humbird Streets, Looking East

Source: LBA 1993

2. Alternative 3 Corridor and Study Parcels I, II and III

The Alternative 3 Corridor comprises Ford Avenue (southeast) and portions of Maryland Route 51 and Virginia Avenue (north and east); Thomas Street, to the north, makes up its western boundary. Study Parcels I, II, and III are situated between the C&O Canal Park Land, which lies to the west, and industrial complexes, to the east (see Archeological Base Map Sheets 1, 2, and 3) (Plate 2). Background research and site inspection indicated that 80 percent of the Alternative 3 Corridor and Study Parcels I, II, and III contained nineteenth- and twentieth-century structures related to housing and industry.

Although potential for prehistoric resources in such locations might be considered low, there are sections within this portion of the study area where intact pedogenic horizons would be anticipated (see Archeological Base Map Sheets 1, 2, and 3). Therefore, LBA characterizes the potential for prehistoric cultural resources to be high in undisturbed or minimally disturbed sections of the Alternative 3 Corridor and Study Parcels I and II. The potential for prehistoric resources in Study Parcel III is characterized as low.

3. Alternative 4 Corridor

The Alternative 4 Corridor is situated between the Alternative 2 Corridor to the east and the C&O Canal Park Land to the west, and runs adjacent to as well as intersects the Alternative 3 Corridor (see Archeological Base Map Sheets 1, 2, and 3) (see Plate 2).

Background research and site inspection indicated that the Alternative 4 Corridor traverses areas that appear to have been heavily disturbed as a result of railroad construction and associated urban, industrial, and commercial development. However, within designated portions of this alternative (see Archeological Base Map Sheets 1, 2, and 3), intact soil horizons are may be present. Therefore, LBA characterizes the potential for prehistoric cultural resources to be high in undisturbed or minimally disturbed sections of the Alternative 4 Corridor.

4. Study Parcels IV and V

Study Parcels IV and V are located in the northern portion of the project area, between the C&O Canal Park Land to the east and Alternative Corridors 3 and 4 to the west (see Archeological Base Map Sheets 1, 2, and 3).

Background research indicates that prehistoric sites have been recorded on river terrace settings similar to those associated with the locations of Study Parcels IV and V, and therefore the potential for prehistoric cultural resources would be considered high. However, site inspection, supported by soil surveys, indicated that Study Parcels IV and V encompass areas that have been disturbed as a result of recent urban development (i.e., highway construction; housing and industrial construction and destruction; removal and dumping of soil). Therefore, LBA characterizes the potential for prehistoric cultural resources to be low for Study Parcels IV and V.

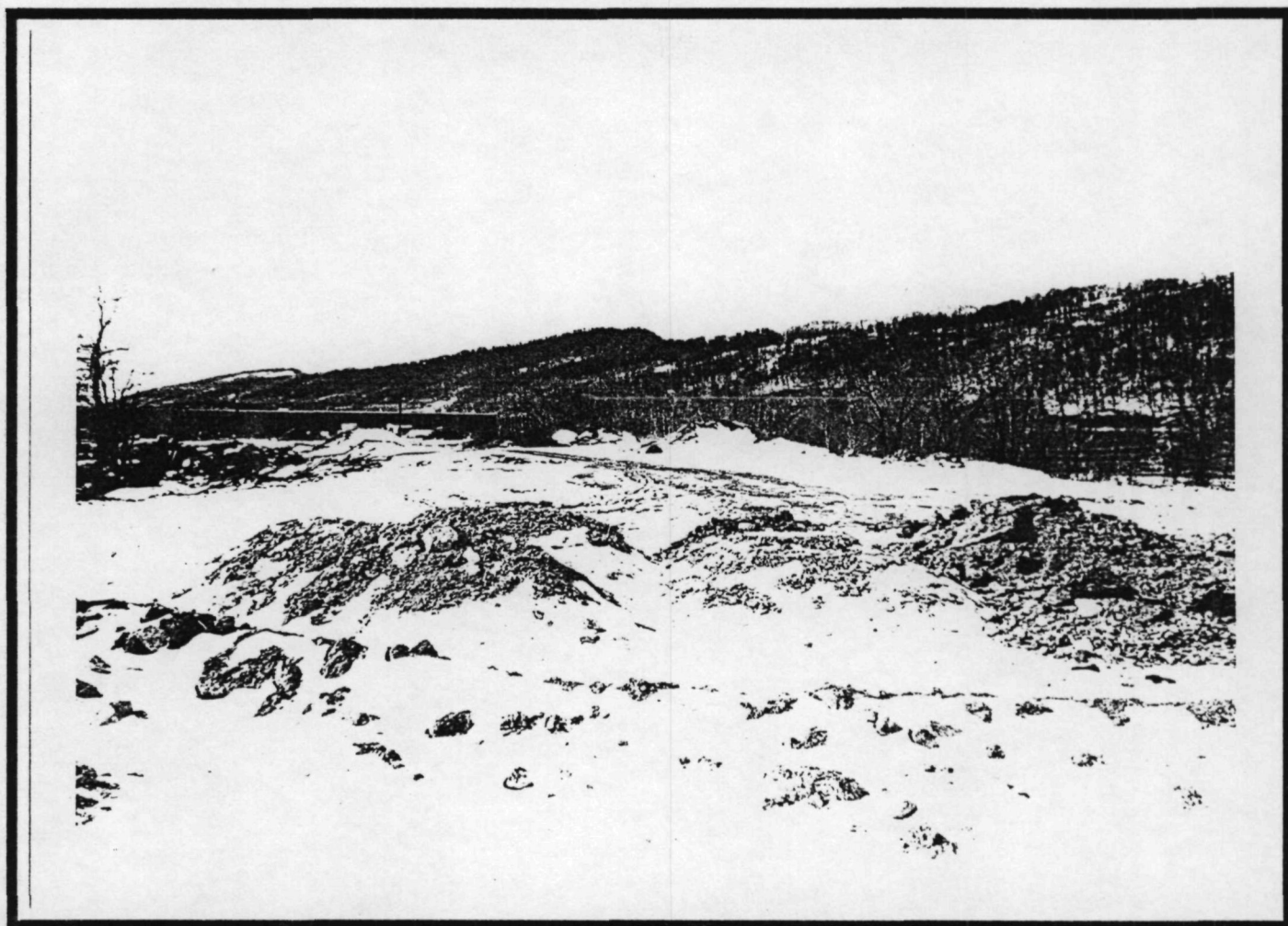


PLATE 2: Intersection of Alternative 3 and 4 Corridors, City of Cumberland
Municipal Service Center in Background, Looking South

Source: LBA 1993

5. C&O Canal Park Land

The C&O Canal Park Land comprises the easternmost section of the project area (see Archeological Base Map Sheets 1, 2, and 3). Prehistoric sites are recorded for such floodplain settings. Moreover, prehistoric resources have been recovered from sites, within a two-mile radius, along the North Branch of the Potomac River. Therefore, the potential for prehistoric cultural resources within the C&O Canal Park Land would be considered high. Background research and site inspection of this corridor indicate, however, that surface disturbance, in the form of topsoil removal, high tension wire placement, canal and towpath construction, riprap construction, and sewer pipeline construction, has occurred in 30 percent of the selected alternative (Plate 3). Based on the present conditions of the C&O Canal Park Land, LBA characterizes the potential for prehistoric resources to be high in undisturbed or minimally disturbed sections of this portion of the project area (see Archeological Base Map Sheets 1, 2, and 3).



PLATE 3: C&O Canal Park Land, Looking North Illustrating Rip Rap for Flood Control

Source: LBA 1993

IV. HISTORICAL BACKGROUND

A. HISTORICAL CONTEXT

This brief historical context is intended to provide broad background information concerning the settlement and developmental history of Cumberland, with particular attention paid to the neighborhoods of South Cumberland and Lower Cumberland (also known as "Egypt"). Major sources consulted include a comprehensive overview prepared for the Station Square Project, Cumberland, Maryland, which focused on property located a short distance northeast of the present project area on the north side of Interstate 68, formerly known as U.S. Route 48 (Milner 1993), and the Maryland Department of Transportation Archeological Resources Survey for Western Maryland (Wesler et al. 1981).

During the 1730s the Maryland Assembly passed several acts to encourage settlement in western Maryland. However, early settlement was hampered by a directive from Maryland's last proprietor that prevented the issuance of land warrants until ten thousand acres had been surveyed for him in the territory west of Fort Cumberland (Shaffer 1936:8-9). Early settlement was also inhibited by the mountainous topography of western Maryland, coupled with the difficulty of navigating the shallow Potomac River, the main southern access to the region (Wesler et al. 1981:91).

By the 1730s, settlers, predominantly German immigrants, were moving through the Monacacy Valley into Washington County. Settlement in the Allegany County area began in the following decade, with the establishment of military and trading outposts. Instead of clustering around these outposts, homesteading families chose to settle in the hills (Wesler et al. 1981:68).

Cumberland and Oldtown were Allegany County's earliest settlements, located on the Potomac River and near to the Warrior's Path, a major north-south American Indian trail. Oldtown, lying about twelve miles southeast of Cumberland, was established by Colonel Thomas Cresap in 1742 as a trading post. Another trading post, the nucleus of Cumberland, was established on Wills Creek, by the Ohio Company of Virginia. As early as 1750, the new trading post, Mount Pleasant, was connected to Oldtown by a road known as Old Town Road (Thomas and Williams 1923:198). A segment of this road was the precursor of Wineow Street, which traversed the extreme northeastern end of the project area parallel to the east bank of the Potomac River before turning east (Office of the Chief of Engineers 1865).

During the French and Indian War, a stockade was built at Mount Pleasant and the name "Fort Cumberland" was adopted. The fort was located on high ground northwest of the project area near the present location of the Cumberland County Courthouse. Major George Washington passed through the settlement several times. The threat of attack by American Indians following General Edward Braddock's defeat in 1755 caused many settlers in western Maryland to flee eastward to safety. By 1765 Fort Cumberland was abandoned (Stegmaier et al. 1976:50).

In the period between the French and Indian War and the Revolutionary War, settlers poured into the Cumberland area. More than one hundred and fifty grants of land were issued for Allegany County (Shaffer 1936:9). A few patentees, such as Dr. David Ross, of Georgetown, were wealthy land speculators, but the majority of the county's early patentees were actual settlers, such as Andrew Bruce (Kimberly 1908: not paginated). Thomas Beall, of Samuel, bought the Walnut Bottom tract in 1783 and laid out the streets and lots of Cumberland on part of the tract, located near Fort Cumberland, in 1785. The original town plat was supplemented by "Beall's Addition" in 1798. The locations of the original town lots indicated that late eighteenth-century development in the town of Cumberland focused on land west and north of the project area (Dent 1806; Kimberly 1908: not paginated; Thomas and Williams 1923:93-94).

The 1790s was a period of substantial settlement in Cumberland. Most of the early settlers lived on the west side of Wills Creek, concentrated on Green and Mechanic streets. Green Street was part of Braddock's road, an improved American Indian trail. Mechanic Street, laid out in 1798 as part of Beall's Addition, passed immediately northwest of the location of Study Parcel V. An old log house used as a post office was one of the few buildings present on the east side of Wills Creek when Cumberland officially became a town in 1787. Cumberland was then thought to encompass all of the land lying between the Cumberland Narrows and the southern end of Wineow Street where it intersects with Old Town Road. About thirty-five families lived in Cumberland at that time. By 1800 more than one hundred dwellings had been built (Thomas and Williams 1923:93,95).

As Cumberland and the surrounding countryside filled up with settlers, a movement was begun to create a separate county, Hagerstown (the Washington County seat), being at an inconvenient distance. In 1789 Allegany County was created from the area of Washington County lying west of Sidling Hill Creek and Cumberland was designated the county seat. Cumberland became the primary market and trade center for the surrounding farmland and for areas farther west. In the period leading up to the Civil War, the east side of Wills Creek developed into the town's commercial center, Mechanic Street being the main thoroughfare (Kimberly 1908: not paginated).

Construction of the National Road (U.S. Route 40), begun in 1811, had a significant impact on the region. Cumberland's population increased significantly following its construction, and the road itself became a focus for many early settlements. It became the primary route west to the Ohio Valley. In 1818, one thousand wagons were reported to have traveled this road (Stegmaier et al. 1976:104). The National Road traversed the town in an east-west direction approximately 1,000 feet north of the project area (USGS 1981).

Most of Cumberland's buildings dating back to the late eighteenth and early nineteenth centuries were razed during the last decade of the nineteenth and the first decade of the twentieth century to make way for "modern improvements" (Kimberly 1908: not paginated).

Three areas of potential late eighteenth-/early nineteenth-century settlement were identified by establishing the locations of the earliest roads in the project area and as a result of additional historical research (Figure 3). The areas identified included:

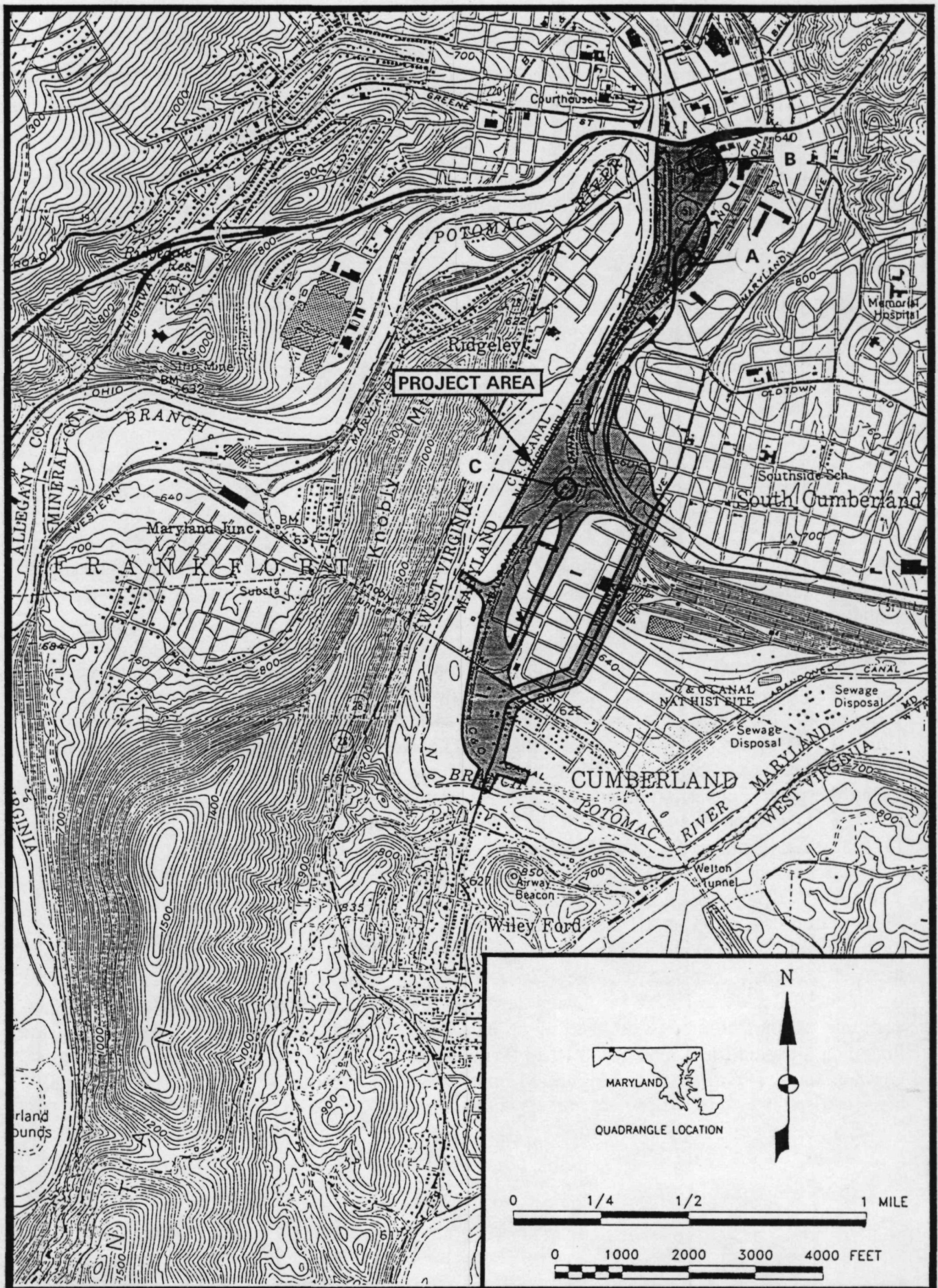


FIGURE 3: Project Area and Locations of Potential Late Eighteenth-/Early Nineteenth-Century Settlement

SOURCE: USGS 7.5 Minute Cresaptown, W VA and Cumberland, MD, 1949 Quadrangles (Photorevised 1974 and 1981 Respectfully)

(A) A residence occupied by Henry Wineow between 1833 and 1850 on the west side of Wineow Street near the junction with Old Town Road (AC Deed Book 12:541; Lowdermilk 1878:328; Thomas and Williams 1923:93,101).

(B) An area on the south side of Mechanic Street, containing house lots fronting on the street, many of which were destroyed and presumably rebuilt following a fire in 1833 (Dent 1806; Lowdermilk 1878:328; Office of the Chief of Engineers 1865; Thomas and Williams 1923:93,101).

(C) A mill, referred to as Hay's Mill, located on the west bank of the Potomac River approximately one mile south of the town of Cumberland at the junction of two tributaries draining into the river. The mill, noted in a preliminary survey for the C&O Canal dated 1828, appears to have stood until at least 1864 (Chesapeake & Ohio Canal Company 1828; U.S. Coast Survey 1864).

Cumberland was first incorporated in 1815. Subsequent growth of the town resulted in an amendment to the charter in 1834, extending the corporate limits by a diameter of one-half mile all around the town (Kimberly 1908: not paginated). By 1860, the population of the city had reached 7,300 (Milner 1993:17). In response to the city's growth, corporate limits were again enlarged in 1858, but it was not until 1914 that the section of the project area lying between the Baltimore and Ohio railroad tracks and the Wiley Ford Bridge was annexed to the City of Cumberland (AC Plat Map 51).

The stretch of land lying south of Cumberland on the east side of the Potomac River was sparsely settled until large-scale transportation networks, namely the Baltimore and Ohio (B&O) Railroad and the Chesapeake and Ohio (C&O) Canal, reached the area in the 1840s and 1850s. Construction of the B&O Railroad and the C&O Canal began simultaneously on July 4, 1828; the B&O reached its western terminus at Cumberland in 1842 and the C&O was completed to its northern terminus at Cumberland in 1850. Following the arrival of the main line of the B&O, Cumberland became a provider of transportation support services, and served as a hub for many small railroads designed to transport coal (Milner 1993:15).

The earliest detailed map covering the entire project area was published by the U.S. Coast Survey in 1864 (Figure 4). This source provided valuable information concerning the development of settlement and transportation systems in the project area by the middle of the nineteenth century (U.S. Coast Survey 1864). Following the construction of the C&O Canal and basins in 1850 and the 1860s, residential development in the project area concentrated along the east side of the Potomac River, and along existing eighteenth- and nineteenth-century roads, including Virginia Lane, Old Town Road (Wineow Street), Mechanic Street (now closed), and German Lane (Third Street). Figure 5 indicates the distribution of mid-nineteenth-century historical settlement in the project area as shown on the U.S. Coast Survey (1864) map.

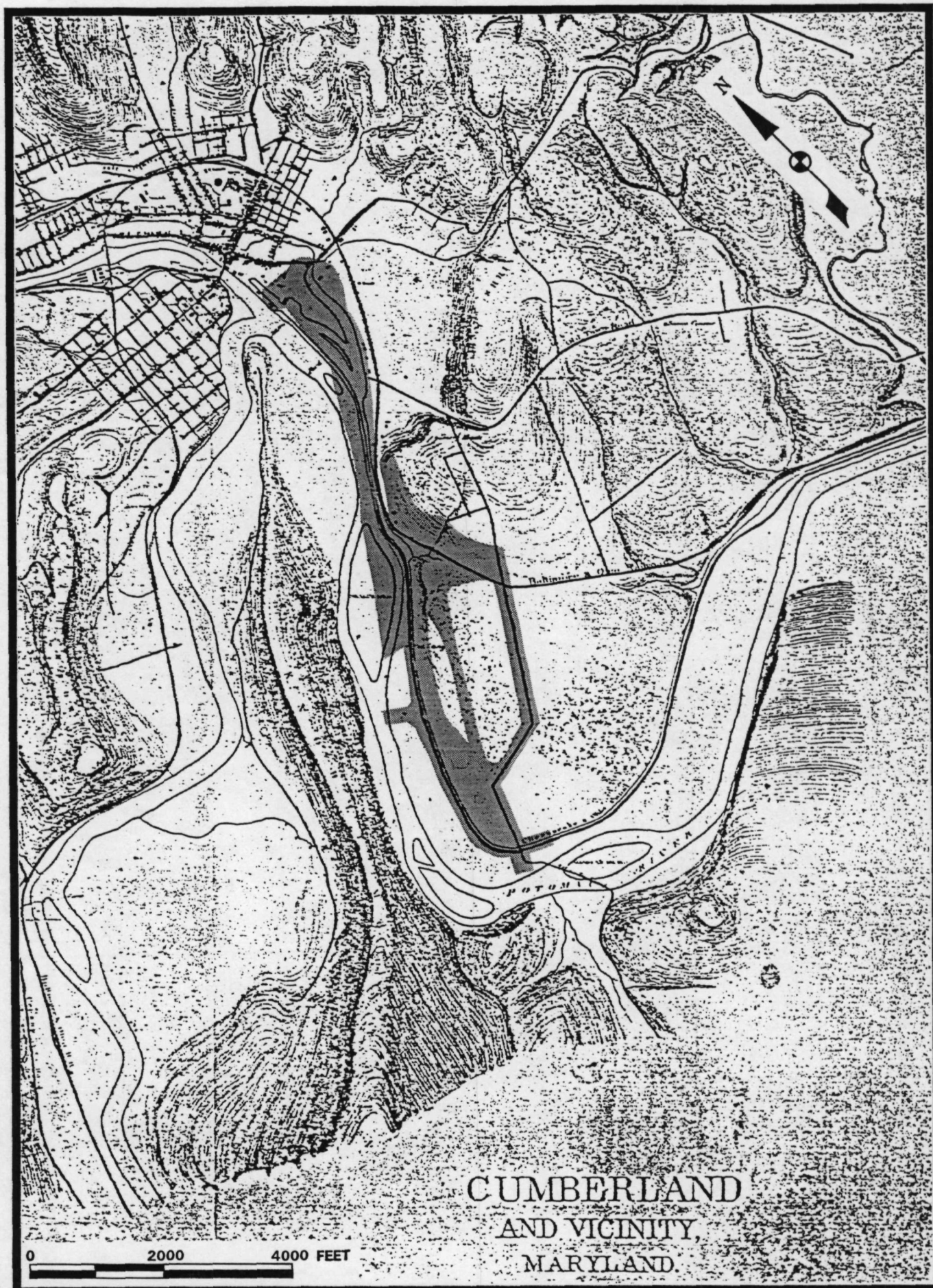


FIGURE 4: Project Area in 1864

SOURCE: US Coast Survey 1864

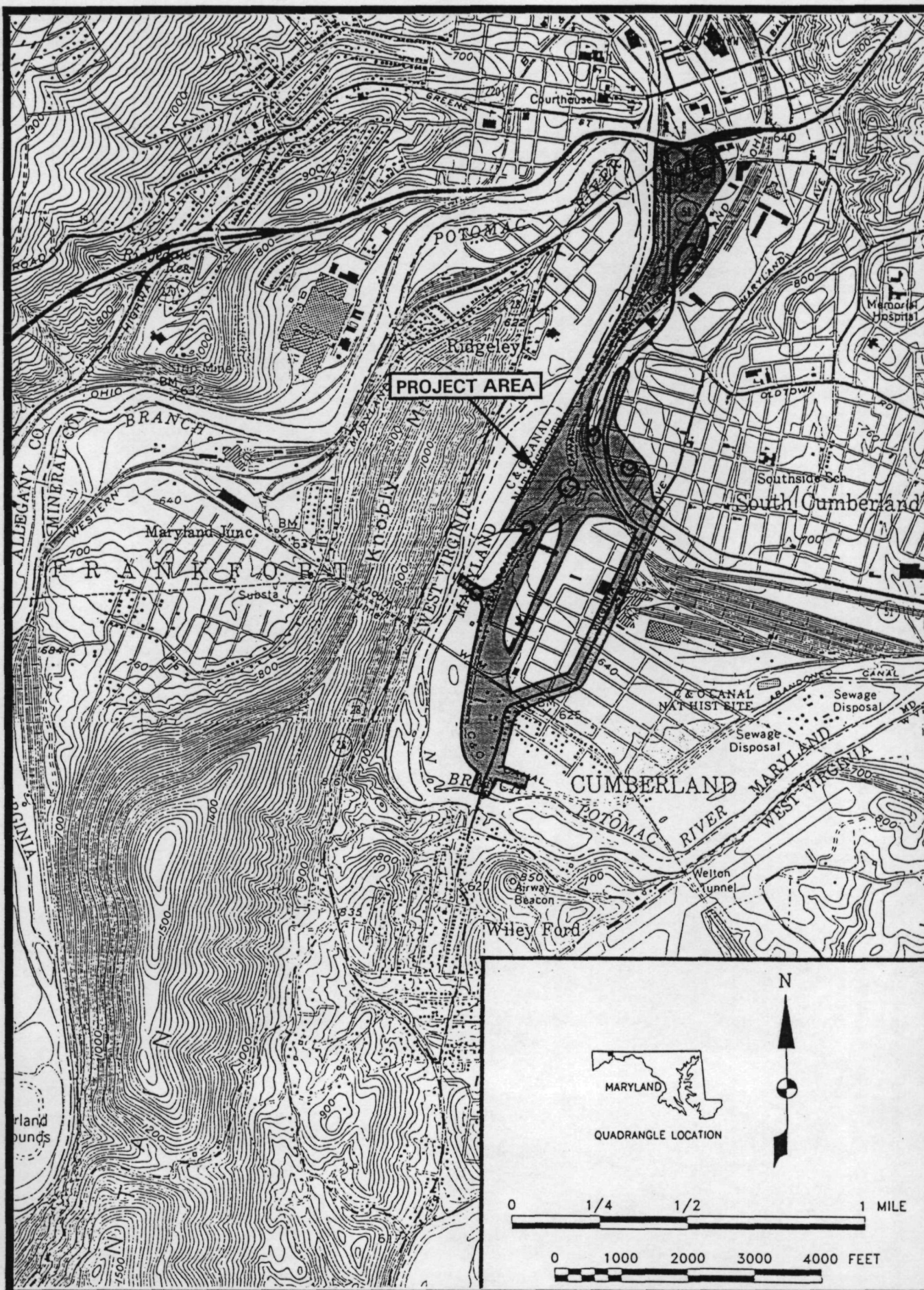


FIGURE 5: Distribution of Mid-Nineteenth-Century Development in the Project Area, Based Upon Information Derived from the US Coast Survey, 1864

SOURCE: USGS 7.5 Minute Cresaptown, W VA and Cumberland, MD, 1949 Quadrangles (Photorevised 1974 and 1981 Respectfully)

The "South End" of Cumberland remained a rural agricultural area until the 1890s; photographs of South Cumberland taken at the time show the area as containing dispersed farms and oak groves (Keller 1976b). In 1894, the roundhouse and repair shops of the B&O Railroad were moved to the South End, which stimulated rapid urbanization. Additional industrial complexes, such as the Warren Glass Works Company and the Maryland Sheet & Steel Company/Maryland Tin Plate Company, were also established in the South End in the late nineteenth and early twentieth century. Following the construction of the B&O shops, the area was quickly subdivided by developers and farm owners for residential and commercial purposes. The project area lying south of the B&O railroad tracks was gridded into streets and building lots by William Walsh in 1894, but was not annexed to the city of Cumberland until April 1914 (AC Plat Box 98, 1894; AC Plat Map 51). Based on cartographic material and existing architectural survey information, the majority of extant houses and commercial enterprises in the project area appear to date to the industrial era in South Cumberland and were probably constructed between 1894 and 1925 (Keller 1976a, 1976b).

Historical settlement and land use during the industrial period in South Cumberland were depicted in detailed cartographic sources, published beginning in 1887 and continuing through to the present. A synthesis of available cartographic data and historical background research materials indicates that potential historic archeological sites in the project area fall into five groups and may be evaluated for potential historical significance within the following historical contexts and themes (Maryland Historical Trust 1986:253-258; 1987:1-2; Milner 1993:8; Wall 1985; Wesler et al. 1981:91-101):

1. Development of Early Transportation Routes in Western Maryland, 1790-1820.

Potential archeological site types represented in cartographic and documentary sources include mills and dwellings associated with the rural agricultural period, and early development of the town of Cumberland.

2. Growth of Transportation Networks in Western Maryland, 1820-1860 (in South Cumberland, this period began in the 1840s and 1850s).

Potential archeological site types represented in cartographic sources include: (a) the B&O Railroad line; (b) the C&O Canal and associated engineering elements, basins and boatyard; and (c) residential, commercial, and industrial sites and communities associated with the operation of the canal.

3. Agricultural-Industrial Transition in Western Maryland, 1815-1870 (in South Cumberland, this transition occurred rapidly during the 1890s).

Potential archeological site types represented in cartographic sources include dwellings, farmsteads, and mills dating to the rural agricultural period which continued to be occupied into the industrial period.

4. Industrial/Urban Dominance in Western Maryland, 1870-1930 (in South Cumberland, this period began in the 1890s).

Potential archeological site types represented in cartographic sources include soap factories, planing mills, foundries, glass works, the B&O Railroad Roundhouse and Shops, breweries, tin mills, blacksmith shops, dyehouses, industrial-period dwellings, and commercial enterprises.

5. Modern Period in Western Maryland, 1930-Present.

Potential archeological site types represented in cartographic sources include modern dwellings and commercial and industrial enterprises.

B. SITE FILE SEARCH

A search of the state archeological site files maintained at the Maryland Historical Trust indicated that no historic archeological sites have been recorded in the project area. However, the project area does contain two historic districts which are listed in the Maryland State Inventory of Historic Properties and which have been determined eligible for listing in the National Register of Historic Places (Ron Andrews, personal communication 1993). They are referred to as the Egypt Historic District (Keller 1976a) and the South Cumberland Historic District (Keller 1976b).

The Egypt Historic District, also known as Lower Cumberland, contains a high concentration of homogeneous housing for workers dating mainly between 1894 and 1925. The district also includes the B&O Railroad Roundhouse and Repair Shops and the largest undisturbed section of the C&O Canal in the city of Cumberland (Keller 1976a) (see Archeological Base Map Sheets 5 and 6).

The South Cumberland Historic District contains the largest concentration of working class housing and associated businesses in the city. The buildings in the neighborhood are nearly homogeneous in age and architectural style, reflecting the rapid development of the area in association with the late nineteenth-century railroad expansion and the founding of local glass and metal-processing industries (Keller 1976b).

V. CARTOGRAPHIC ANALYSIS OF ARCHEOLOGICAL POTENTIAL

A. INTRODUCTION

The comparative study of cartographic sources provides information central to understanding the changing history of settlement and land use in the project area. Detailed, iterative analysis of cartographic data plays a particularly important role in assessing archeological potential in urban areas, because it helps to assess the extent to which historic period construction activities have altered the natural landscape, and may be used to distinguish areas of intensive and rapid developmental change from areas displaying a high degree of stability over time. This information in turn helps to identify areas that have remained historically open and free of below-ground-level disturbance, and which therefore have a high probability of containing intact, in situ, archeological deposits dating to the prehistoric and historic periods.

B. DESIGN OF THE BASE MAPS

Information obtained from cartographic and textual sources during background research was incorporated into a set of archeological base maps. Assessments of archeological potential for the prehistoric and historic periods were derived using different sets of criteria and screening processes, and were indicated on separate sheets. The base maps were designed to register with one another in order to facilitate the transfer of information from one source to another, as structural information contained on the set of historical base maps was often important in identifying areas of prehistoric site potential. This design scheme also facilitated the development of archeological field strategies. The oversize archeological base maps, numbered Sheets 1-6, may be found in Appendix C, Volume II, of this document.

Data related to assessing prehistoric archeological potential were indicated on Archeological Base Map Sheets 1, 2, and 3. These data included USDA soil types, topographic data, and historic flood lines. Positive assessments for prehistoric site sensitivity were assigned to areas determined through cartographic analysis to be historically open and free of documentable below-ground-level disturbance associated with the construction of basements, highways, railroads, and the canal prism and basins. Other factors contributing to positive assessments of prehistoric archeological potential included the presence of environmental conditions similar to those of recorded prehistoric sites, i.e., proximity to primary and secondary drainages, presence of floodplains and terraces, and presence of intact pedogenic horizons indicated by geomorphological analysis.

Data related to assessing historic archeological potential were indicated on Archeological Base Map Sheets 4, 5, and 6. Relevant information included the limits of historic districts, predicted locations of demolished structures, and areas of potential below-ground-level disturbance identifiable by highway construction, railroad construction, and the construction of basements. The predicted locations of potential historic archeological sites were plotted from historical maps using a systematic approach previously implemented by LBA in projects requiring intensive

study of local land-use history (Friedlander 1991; Helms and Alterman 1992; Helms and Botwick 1993:42-43).

Three major historic period construction projects have resulted in extensive alteration of the original natural landscape in the project area. These included: (1) the construction of the C&O Canal and associated basins and boatyards between 1850 and 1880, (2) flood control projects implemented by the Army Corps of Engineers in the 1940s and 1950s (U.S. Army Corps of Engineers 1956; U.S. Engineer Office 1940), and (3) the construction of U.S. Route 48 (now Interstate 68) and Maryland Route 51 between 1977 and 1981 (Orr 1976, 1977; Sanborn 1892, 1897, 1904, 1910, 1921, 1949; USGS 1981).

Background research related to the assessment of prehistoric archeological potential is discussed in Chapter III. The assessment of historic archeological potential, which made use of historical cartographic and documentary sources, is described below.

C. METHODS

A separate research effort was developed to assess historic archeological potential in the project area, the goal of which was to identify potentially significant archeological sites from the historic period. An urban area such as the South End of Cumberland may possess large numbers of historic archeological sites that are potentially eligible to the National Register of Historic Places. The methods used to identify the types and locations of potential sites, and the results of the selection process implemented to isolate those possessing potential historic archeological significance, are described below.

The locations of potential historic archeological sites in the project area were identified through the examination of cartographic sources and written records. A chronological list of historical maps consulted includes the original town plats of the town of Cumberland, dated 1785 and 1798, resurveyed by Dent in 1806 (Dent 1806), and detailed maps depicting the distribution of settlement and development in the area published by U.S. Coast Survey (1864), Office of the Chief of Engineers (1865), Sanborn Map and Publishing Company (1887), Sanborn-Perris Map Company (1892), Hilder (ca. 1896), Sanborn-Perris Map Company (1897), Sanborn Map Company (1904), Sanborn Map Company (1910), Sanborn Map Company (1921), U.S. Engineer Office (1940), Sanborn Map Company (1941), Sanborn Map Company (1949), U.S. Army Corps of Engineers (1956), and USGS (1981).

The locations of potential site types dating to the initial period of settlement were predicted using information contained in the original town plats dated 1785 and 1798, combined with information contained in written records describing the extent of late eighteenth- and early nineteenth-century settlement and road development in the project area (see Figure 3).

The first detailed historical map covering the entire project area was published by the U.S. Coast Survey in 1864 (see Figure 4). The locations of mid-nineteenth-century structures indicated on this map provided the first cartographic record of the distribution of settlement in the project

area prior to urbanization (see Figures 4 and 5). In 1865, the Office of the Chief of Engineers published another detailed map depicting the locations of structures in the northern end of the project area around the basins of the C&O Canal (Office of the Chief of Engineers 1865).

Beginning in 1887, and extending throughout the period of urbanization to the present, several cartographic sources record the extent of development in the project area. Sources from this period include Sanborn Map and Publishing Company (1887), Sanborn-Perris Map Company (1892), Hilder (ca. 1896), Sanborn-Perris Map Company (1897), Sanborn Map Company (1904), Sanborn Map Company (1910), Sanborn Map Company (1921), U.S. Engineer Office (1940), Sanborn Map Company (1941), Sanborn Map Company (1949), U.S. Army Corps of Engineers (1956), and USGS (1981).

The locations of potential historic archeological sites were identified from available cartographic sources and were indicated on Archeological Base Map Sheets 4, 5, and 6. The compiled map data made it possible to identify areas characterized by frequent episodes of demolition and construction, areas displaying a high degree of stability over time, and areas which had been subjected to documentable disturbance activities associated with the construction of basements, highways, and railroads.

Using this data base and the information on early settlement patterns derived from the background research (see Figures 3, 4, and 5), potential historic archeological sites and areas of potential late eighteenth- and early nineteenth-century settlement were evaluated for potential significance according to criteria of available open space and below-ground-level disturbance. The criteria of open space assumed that potentially significant historic archeological sites are associated with historically open space on at least one side, preferably in the rear yard. Potential historic archeological sites subjected to ground disturbance activities were assessed as having no historic archeological potential.

The historic archeological potential of cartographically identified sites was additionally evaluated in terms of the site's ability to provide information on activities likely to have left meaningful archeological expressions. Potential historic archeological sites located in or near areas of potential hazardous waste deposition were recommended for additional historical research if they satisfied all of the above criteria. The archeological potential of these sites, although recognized, was at the same time tentatively considered compromised by chemical processes.

The results of this selection process are discussed in detail below.

D. DISCUSSION OF RESULTS

1. Alternative 2 Corridor (Archeological Base Map Sheets 5 and 6)

Limited historical cartographic data were available for the Alternative 2 Corridor. Sources consulted included Sanborn (1904, 1910, 1921, 1949), U.S. Engineer Office (1940), and U.S. Coast Survey (1864). Most of the corridor is presently contained within the Egypt Historic

District, listed in the Maryland State Inventory. Virginia Avenue, a mixed-use commercial and residential street, is considered the major commercial street in the district. Contributing structures fronting on the street typically include workers' dwellings constructed during the 1920s (Keller 1976a). The historic archeological research potential of the early twentieth-century domestic sites within this corridor is limited by the width of the corridor, which includes the front sections of demolished and extant structures, and a thin strip of associated open front yard space. Archeological research on urban front yard deposits is seldom recommended, as it generally yields little information on domestic life, consumer behavior, sanitation, or public health issues.

Two potential historic archeological sites within this corridor were selected for additional historical research. Historic Property No. 1, the B&O Railroad Roundhouse and Repair Shops, was selected for its significance to industrial development in the area. Historic Property No. 2, 809 Virginia Avenue, was selected for its possible significance as a preindustrial-period domestic site. Comparative cartographic analysis and pedestrian reconnaissance indicated that these properties appeared to be associated with testable open space.

At its extreme southern end, the Alternative 2 Corridor will cross the C&O canal prism at its present crossing along Ford Avenue.

2. Alternative 3 Corridor and Study Parcels I, II, and III (Archeological Base Map Sheets 5 and 6)

Historical cartographic sources covering the Alternative 3 Corridor included Hilder (ca. 1896), Sanborn insurance maps (Sanborn 1887, 1892, 1897, 1904, 1910, 1921, 1949), U.S. Coast Survey (1864), and U.S. Engineer Office (1940). The northeastern section of the Alternative 3 Corridor is residential in character and contains at least 30 mid-late nineteenth-century dwellings listed as contributing elements in the South Cumberland Historic District, Maryland State Inventory (Keller 1976b). These dwellings are located south of West Second Street, west of Springdale Street, and northeast of Maryland Route 51. Historical map coverage of this area was extremely limited, and information concerning the locations of structures that may have stood in this area is not available. Based on the results of the historical map compilation, it appeared that the neighborhood had been relatively stable and that all of the contributing dwellings in the area were associated with testable open yard areas. One contributing site, Historic Property No. 3, the Shriver Farmhouse, was selected for additional historical research for its significance to the rural agricultural period in South Cumberland (Sanborn 1892; U.S. Coast Survey 1864).

Cartographic analysis indicated that the residential neighborhood in the northern end of the Alternative 3 Corridor formerly extended about a half block farther west toward the B&O railroad tracks and included streets formerly known as Thomas and Crawford streets. Dwellings located on Thomas and Crawford streets were constructed during the late nineteenth and early twentieth centuries and were removed prior to the construction of Maryland Route 51 between 1977 and 1981 (Orr 1976, 1977; Sanborn 1921, 1949; USGS 1981) (Figure 6). Potential

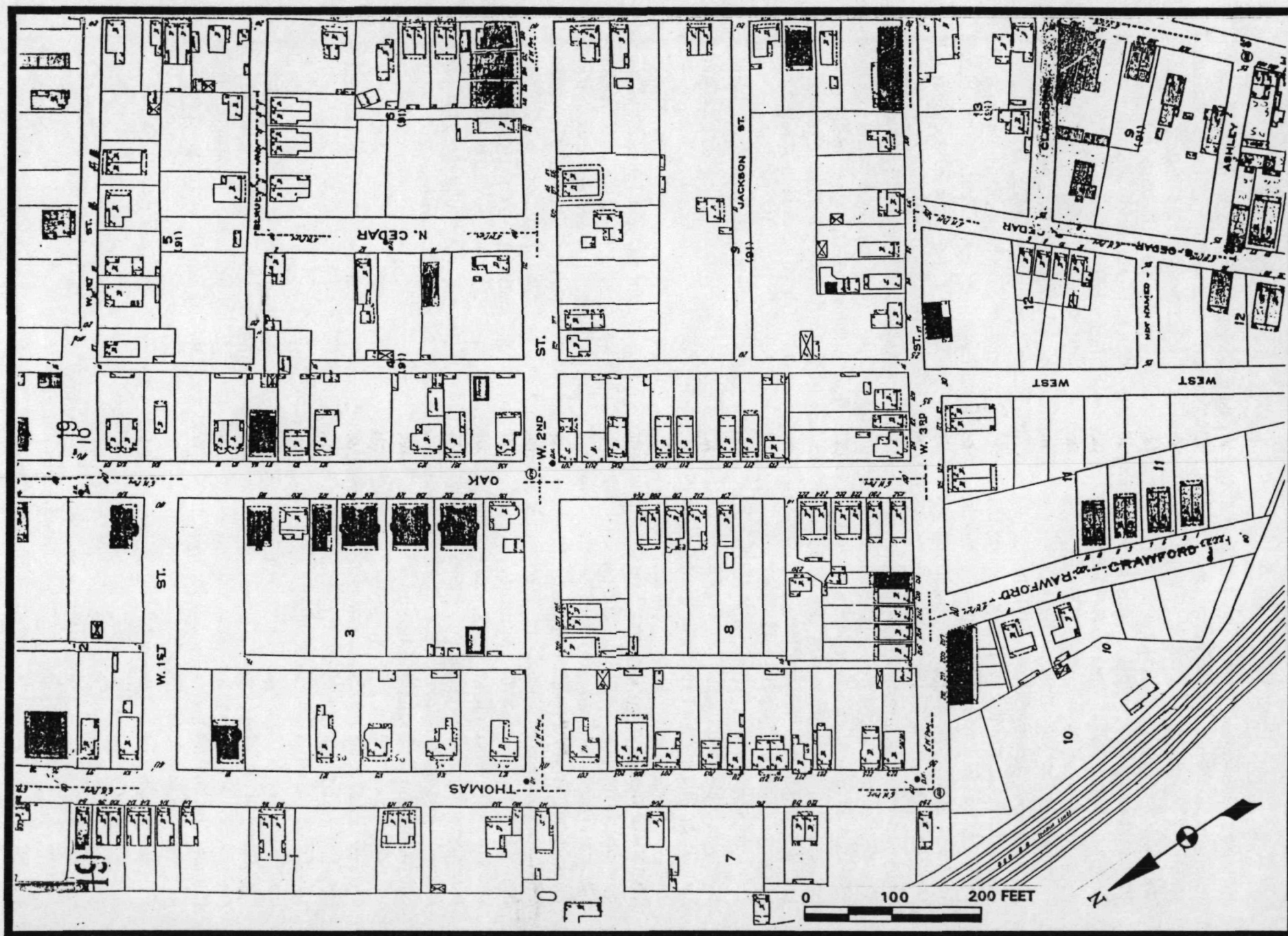


FIGURE 6: Thomas and Crawford Streets in 1921

SOURCE: Sanborn 1921:19,20

historic archeological sites in this area appear to have been subjected to extensive below-ground-level disturbance during highway construction. Cut and graded landscaping in the Maryland Route 51 median and in the strip west of southbound lanes leading to the B&O railroad tracks was observed during pedestrian reconnaissance of the area. On the basis of these observations, the archeological potential of this area was considered to be compromised, and no potential historic archeological sites were selected for further research.

Comparative cartographic analysis indicated that the block bounded by Springdale Street, South Cedar Street, Ashley Street, and Elkton Place was historically a residential block. The compiled map information indicated that structures had been built at one time or another over most of the available space; areas which remained historically open were confined to the center of the block. By 1864 Springdale Street had been laid out only between Taylor Lane (now First Street) and German Lane (now Third Street) and residential development had begun (U.S. Coast Survey 1864). Springdale Street was extended southward into the project area between 1864 and 1887. The block's earliest dwellings fronted on Springdale. These early dwellings were gradually replaced by newer structures between 1904 and 1950, as residential density expanded over the entire block. Most of the new structures added between 1920 and 1950 were automobile garages and sheds (Sanborn 1904, 1910, 1921, 1949). The northbound strip of Maryland Route 51 was built across the block between 1977 and 1981 (Orr 1976, 1977; USGS 1981). Historic archeological potential of late nineteenth-/early twentieth-century industrial-period dwellings was researched by sampling. Historic Property Nos. 4, 7, and 11 were considered a representative sample of this class of resource.

The block bounded by Virginia Avenue, Fifth Street, Springdale Street, and Laing Street was historically a mixed residential and commercial block which was developed quickly in the 1890s after the B&O Roundhouse and Repair Shops were established. The section of the block fronting on Virginia Avenue consisted of a row of stores and restaurants which stood until about 1987, when the entire block was leveled and a Kentucky Fried Chicken Restaurant was built on the site. One potential historic archeological site representing an industrial period commercial/residential property, designated Historic Property No. 4, was selected for further research. Historically open space associated with the structure consists of rear yard areas located west of Virginia Avenue. These are presently under asphalt and fill, which imposes constraints on archeological testing strategies.

The section of the Alternative 3 Corridor extending southwest from the B&O railroad tracks passes through former industrial areas. Three potential historic archeological sites from this section of the alignment were selected for additional research. Historic Property Nos. 5 and 6, the Glass Works and the Taylor Tin Mill, were selected for their significance to industrial development in the area. These properties met the criteria for potential archeological significance in that there was testable open space around the predicted locations of the foundations and no indications of large-scale construction activities which would have resulted in below-ground-level disturbance.

In addition, cartographic sources indicated that the sites possessed distinctive subsurface features with potentially significant archeological expressions. These potentially significant features included furnace elements and other structures integral to production and manufacturing processes (Sanborn 1887, 1904, 1910, 1921, 1949). Other potentially significant archeological expressions include samples of products damaged during the manufacturing process, such as fractured glass vessels. A sample of waste glass and tinplate products recovered from the sites could provide a material record illustrative of manufacturing techniques and stages in the manufacturing processes, as well as samples of motifs and styles. The decision to perform archeological testing in this area should take into account the fact that glass and tinplate manufacturing processes generate hazardous chemical waste, including arsenic and lead.

Historic Property No. 7, a dwelling at the foot of King Street, was selected for additional historical research for its potential significance in the preindustrial and industrial periods. Cartographic records indicated that the dwelling was associated with an automobile garage (Sanborn 1921).

The southern end of the Alternative 3 Corridor follows abandoned industrial railroad track and also includes a group of modern structures, including commercial enterprises (Dairy Deli Sanitary Ice Cream), storage facilities (England and Lauder's Garage), and dwellings. Potential historic archeological expressions of these structures and the activities associated with them do not appear to possess significant archeological research value.

Study Parcel I contains no potentially significant historic archeological sites identifiable through cartographic sources.

Study Parcel II contains no potentially significant archeological sites identifiable through cartographic sources. A yellow frame house with a cinderblock foundation stands in the parcel near the canal. Based on the type of foundation, it would appear that the house dates to the modern period. Study Parcel II and the adjoining Study Parcel I are both located in an area of historically documented flooding, as indicated by records of the floods of 1924 and 1936 (U.S. Engineer 1940:5).

Study Parcel III contains one potentially significant historic archeological site identifiable through cartographic resources. The site is a buried section of the C&O canal prism, listed in the National Register of Historic Places. Extended cartographic analysis indicated that the archeological integrity of the canal prism in this area may have been compromised during major flood control construction in the 1940s (U.S. Engineer 1940:4,5). Documented flooding during the historic period and the practice of dumping hazardous industrial wastes into the canal have compromised the historic archeological research potential. The C&O Canal and associated basins and boatyards, designated Historic Property No. 10, were recommended for further research in order to address questions related to historic archeological potential and hazardous waste potential.

3. Alternative 4 Corridor (Archeological Base Map Sheets 4, 5, and 6)

Historic cartographic sources covering the Alternative 4 Corridor included maps and atlases by Hilder (ca. 1896), Office of the Chief of Engineers (1865), Sanborn insurance maps (Sanborn 1887, 1892, 1897, 1904, 1910, 1921, 1949), U.S. Coast Survey (1864), and U.S. Engineer Office (1940). Comparative cartographic analysis indicated that the northeastern end of the corridor was historically the site of Shriver's Basin, a privately owned extension of the C&O Canal. During the first decades of canal operation, in the 1860s and 1870s, Shriver's Basin extended north of the northern limit of the Alternative 4 Corridor and into Study Parcel V (Hilder ca. 1896; Office of the Chief of Engineers 1865; U.S. Coast Survey 1864). Toward the end of the nineteenth century, the northern section of the basin was filled to create made land, and by 1910, the limits of the basin were contained entirely within the Alternative 4 Corridor. The process of filling continued over the next decades, and by 1921, only a small remnant of the basin remained adjacent to the Consolidation Coal Company Wharf in the section of the corridor near Study Parcel IV (Hilder ca. 1896; Sanborn 1910, 1921). The fill deposits in Shriver's Basin may possess historic archeological research potential, but they are also apt to contain hazardous materials. Shriver's Basin and the Main Basin of the C&O Canal were recommended for additional research in association with the C&O Canal, Historic Property No. 10, in order to answer questions relating to filling episodes and questions of hazardous waste potential.

The northeastern section of the Alternative 4 Corridor appears to be the site of the earliest residential and commercial development in the entire project area. Phase II-level research indicated that residential development in this area may have begun in the late eighteenth/early nineteenth century. Soon after the canal and associated basins were built in the mid-nineteenth century, a linear canal-related community formed adjacent to the eastern edge of Shriver's Basin. The Wineow Street neighborhood, or "Shanty Town," designated Historic Property No. 8, was selected as a potentially significant archeological complex associated with canal development.

The earliest maps showing structures at this location were dated 1864 and 1865. By 1887, the Wineow Street community consisted of a blacksmith shop, a store, seven dwellings, and at least seven sheds or stables (Office of the Chief of Engineers 1865; Sanborn 1887; U.S. Coast Survey 1864). Cartographic sources spanning the period 1864-1949 indicated that the community continued to thrive for over 85 years. Iterative cartographic analysis indicated that the locations of the structures remained relatively stable over time, and this historical stability appears to have preserved open space between Wineow Street and the eastern edge of Shriver's Basin. Deposition of fill and landscaping associated with the construction of Maryland Route 51 between 1977 and 1981 may overlie potential archeological resources associated with this significant community. Below-ground-level disturbance does not appear to have affected the west side of Wineow Street, unlike the east side, where potential archeological sites appear to have experienced disturbance associated with road construction and the construction of basements.

The Alternative 4 Corridor extends in a southwesterly direction from Wineow Street and passes for some distance through areas that contain no potential historic archeological sites represented by cartographic records. Just as the corridor turns west away from Alternative III, it passes through a potential historic archeological industrial site identified in cartographic records as the Maryland Sheet & Steel Company's bar mill and open hearth mill (Sanborn 1904, 1910, 1921). The potential historic archeological significance of this complex will be addressed in the property-specific research for Historic Property No. 6, the Taylor Tin Mill.

The Alternative 4 Corridor passes over another potential historic archeological industrial property related to the Taylor Tin Mill complex—a pump house, designated Historic Property No. 9. This structure appeared on historical maps for the period 1904-1921 and was removed between 1921 and 1949 (Sanborn 1904, 1910, 1921, 1949). The structure satisfied open space criteria and possessed historic archeological significance with respect to the industrial period.

Small, thin, linear sections of the C&O Canal, a National Register property maintained by the National Park Service, may be affected by the development of Alternative 4. The southern end of the Alternative 4 Corridor includes a group of modern industrial properties (The Cumberland Box and Mill Co., Inc., and Largent Roofing), commercial enterprises (Dairy Deli Sanitary Ice Cream), storage facilities (England and Lauder's Garage), and dwellings. Potential historic archeological expressions of these structures and the activities associated with them do not appear to possess significant archeological research value.

4. Study Parcel IV (Archeological Base Map Sheet 4)

Study Parcel IV contains no potentially significant historic archeological resources identifiable through cartographic sources.

5. Study Parcel V (Archeological Base Map Sheet 4)

Historic cartographic sources covering the Alternative 4 Corridor included maps and atlases by Hilder (ca. 1896), Office of the Chief of Engineers (1865), Sanborn insurance maps (Sanborn 1887, 1892, 1897, 1904, 1910, 1921, 1949), U.S. Coast Survey (1864), and U.S. Engineer Office (1940).

Cartographic analysis indicated that a creek historically flowed west through Study Parcel V and emptied into the Main Basin of the C&O Canal, which was located along the western edge of the parcel. By 1887, the creek was altered to serve as a race. The race was maintained until about 1921, when it reverted to a creek, and the drainage was eventually filled between 1921 and 1949 (Sanborn 1887, 1892, 1897, 1904, 1910, 1921, 1949). Study Parcel V was historically the site of two large basins, referred to as the Main Basin and Shriver's Basin, associated with the C&O Canal (Figure 7). The limits of the two basins reached their maximum capacity by 1864, and this capacity was maintained until about 1896 (Hilder ca. 1896; Office of the Chief of Engineers 1865; U.S. Coast Survey 1864). Between 1904 and 1910, the capacity of Shriver's Basin was reduced, and the portion which extended into Study Parcel V was filled.

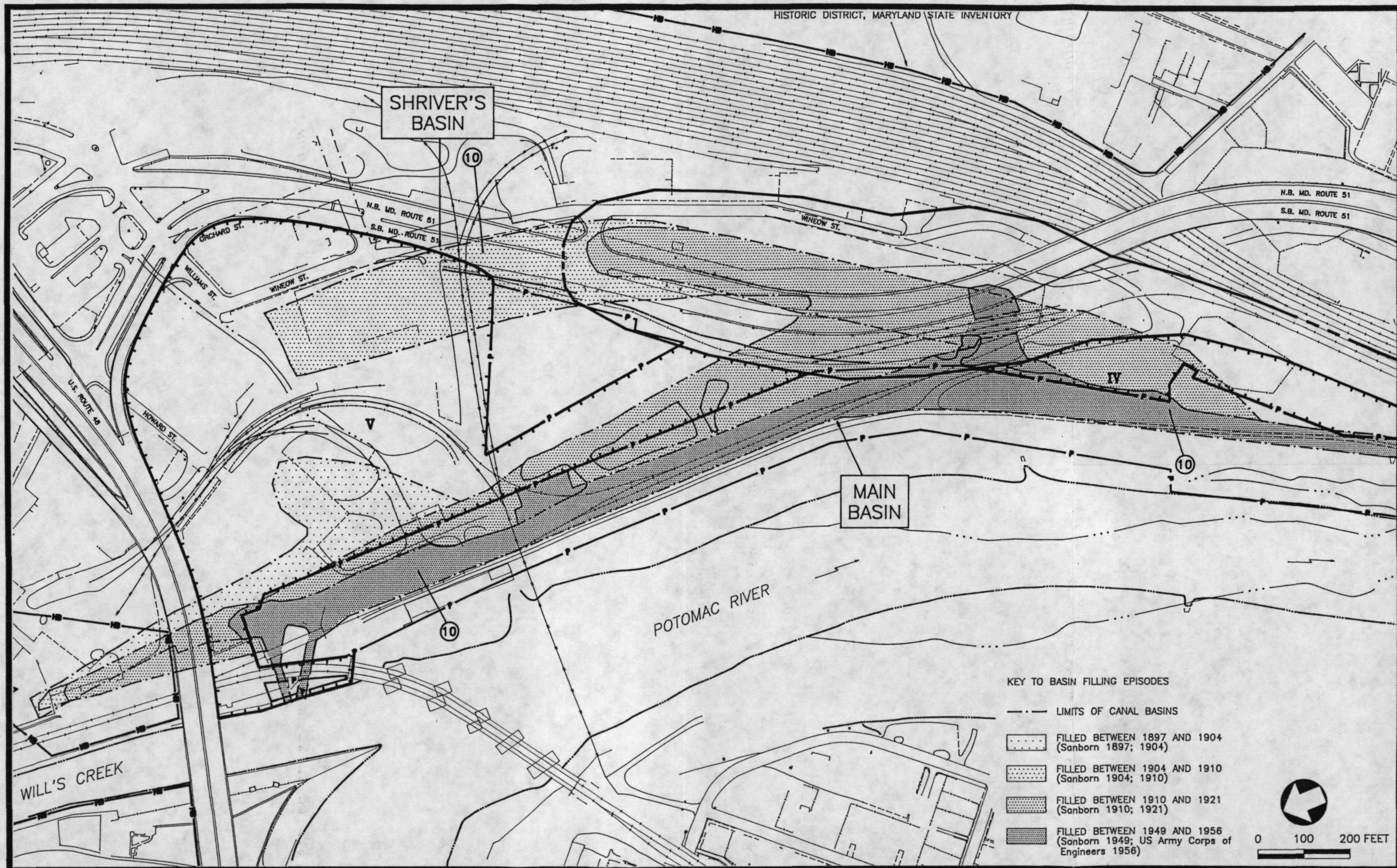


FIGURE 7: Filling Episodes of C&O Canal Basins, 1897-1956

SOURCE: Archaeological Base Map Sheet 4

The perimeter of the Main Basin of the canal was altered progressively during the period between 1897 and 1949 by filling, followed by stabilization of the canal perimeter through riprapping or bulkheading (Sanborn 1887, 1892, 1897, 1904, 1910, 1921, 1949). As previously mentioned in the discussions for Study Parcel III and the Alternative 4 Corridor, the canal basins, as extensions of the C&O Canal, were selected for Phase II-level historical research in order to address questions related to the potential historic archeological research value of fill deposits and questions related to potential hazardous waste.

Potential late eighteenth- to early nineteenth-century residential or commercial development in Study Parcel V focused along Mechanic Street, which is located immediately northeast of Study Parcel V, and Wineow Street, located in the northeastern part of Study Parcel V. In 1906, structures along the south side of Mechanic Street, between Howard and Williams streets, were replaced by part of the Footer's Dye Works complex. This complex historically occupied a large part of Study Parcel V, east of the B&O railroad tracks (Sanborn 1910, 1921). The dye works remained in operation until sometime between 1921 and 1949, when the plant was converted for multiple uses, including warehouse space for Montgomery Ward (Sanborn 1949). The former dye works plant was removed prior to the construction of Maryland Route 51. Presently, the site is occupied by an Amoco gas station and the Hajoca Company. A part of the former Footer's Dye Works complex still stands on Wineow Street within Study Parcel V; the structure is commonly known as the Old Century Building.

Potential eighteenth- and nineteenth-century archeological sites on the west side of Wineow Street in Study Parcel V were subjected to below-ground-level disturbance during the construction of Shriver's Basin between 1850 and 1864 (U.S. Coast Survey 1864). The east side of Wineow Street in Study Parcel V is presently occupied by the Aircon Engineering Company and National Stores.

Cartographic sources indicate that the northwestern section of Study Parcel V contained a group of potential historic archeological sites that were part of a planing mill/foundry complex dating from the nineteenth to the mid-twentieth century. Comparative cartographic analysis indicated that the locations of buildings in this industrial complex changed rapidly through time, and that the sites of potential historic archeological structures in the complex probably crosscut one another. Documented flooding in this area in 1924 and 1936 and frequent extensions of the limits of the Main Basin of the C&O Canal south of the planing mill appear to represent important factors in understanding the instability observed in the complex through the iterative cartographic analysis. Approximately 80 percent of the area defined by the concentration of mill buildings and associated lumber sheds is presently covered by Bauer Lumber Company buildings. A large percentage of the site is therefore inaccessible and is likely to have been compromised by existing construction. Areas within the complex which remained historically open contained lumber sheds and other ephemeral structures (Sanborn 1887, 1892, 1897, 1904, 1910, 1921, 1949).

Residential development began to occur in Study Area V beginning in the late nineteenth century. Between 1897 and 1904, an arm of the Main Basin was filled and a dwelling, a soap

factory, a lime shed, and other associated sheds were built on the fill. By 1910, the soap factory was replaced by duplex dwellings. These dwellings remained on the site until at least 1949 (Sanborn 1897, 1904, 1910, 1921, 1949). The historic archeological potential of early twentieth-century dwellings in the project area was researched through sampling. The potential historic archeological sites representing early twentieth-century structures in this particular area were not considered to possess distinctive archeological research potential. The 1921 insurance map covering the study parcel indicated that three benzine tanks were stored on the lot behind the former soap factory (Sanborn 1921) (Figure 8).

During the early 1920s, the Canal Towage Company occupied an area on the southern end of this study parcel, spilling eastward into park property. The complex included a carpenter shop, blacksmith shop, sawing and planing mill, and sheds (see Figure 8). According to cartographic sources, the complex existed beginning circa 1921 and appears to have been demolished by circa 1949 (Sanborn 1921, 1949). A nineteenth-century blacksmith shop within the Wineow Street canal community, identified as Historic Property No. 8, has already been selected for additional research. No further research at this location was recommended, given the comparatively recent construction of the remainder of the complex and its apparently limited archeological potential.

6. C&O Canal Park Land (Archeological Base Map Sheets 4, 5, and 6)

Cartographic research on the Chesapeake and Ohio (C&O) Canal, a National Register property, determined that portions of the canal prism and associated basins and boatyards are preserved intact above ground and under fill in the C&O Canal Park Land. The section of canal lying in Study Parcel III and extending north to the Main Canal basin was filled as a flood control measure after 1949 (Sanborn 1949; U.S. Engineer Office 1940). The canal and associated basins and boatyards, designated Historic Property No. 10, were selected for additional historical research in order to assess with greater accuracy the historic archeological potential of the prism and basins, fill deposits, and associated engineering elements such as locks and lockhouses. Additional research was also deemed necessary in order to adequately assess the probability of hazardous waste deposition.

Cartographic analysis for a triangular piece of canal park land in the northeastern end of the project area indicated that the area historically contained at least one dwelling in 1896 (Hilder ca. 1896). This dwelling, designated Historic Property No. 11, was recommended for Phase II-level historical research because it satisfied the selection criteria for open space, appeared to lie in an undisturbed context, and appeared to possess the ability to produce significant archeological expressions. The property was historically located on a spit of high ground between Shriver's Basin and the Main Basin of the C&O Canal.

E. SUMMARY OF SITE SELECTION

Eleven potential historic archeological sites were recommended for Phase II-level historical research in order to assess their potential historical significance in advance of Phase I archeological testing (Figure 9). Four of the eleven properties chosen for Phase II-level

historical research represented late nineteenth-century industrial complexes, four of the properties represented late nineteenth-/early twentieth-century domestic structures with associated open yard space, one represented a mid-late nineteenth-century farmhouse, one represented the C&O Canal and associated engineering elements, and one represented a mid-nineteenth- to early twentieth-century community located adjacent to the canal basin with the further potential of representing late eighteenth- to early nineteenth-century domestic structures. The properties selected constitute a representative sample of the types of potential historic archeological sites present in the South End of Cumberland.

All of the properties selected meet the criteria set for potentially significant historic archeological sites based on the cartographic analysis. Each appeared to be associated with historically open space on at least one side, preferably the rear yard; each appeared to have escaped grading and leveling processes associated with large-scale highway, railroad, and flood control construction projects; and each appeared to possess the ability to provide information on activities likely to have left significant archeological expressions.

The following properties were chosen for Phase II-level historical research in order to address the potential historic archeological significance of the property in advance of Phase I testing (see Figure 9).

1. Historic Property No. 1: The Baltimore & Ohio Railroad Roundhouse and Repair Shops
2. Historic Property No. 2: Craddock House, 809 Virginia Avenue
3. Historic Property No. 3: Henry Shriver Farmhouse, 125/127 West Third Street
4. Historic Property No. 4: Store and Dwelling, 521/523 Virginia Avenue
5. Historic Property No. 5: Glass Works
6. Historic Property No. 6: Taylor Tin Mill
7. Historic Property No. 7: Dwelling, 217 King Street
8. Historic Property No. 8: Wineow Street Neighborhood
9. Historic Property No. 9: Pump House
10. Historic Property No. 10: Chesapeake & Ohio Canal
11. Historic Property No. 11: Possible Dwelling at the Canal Basins

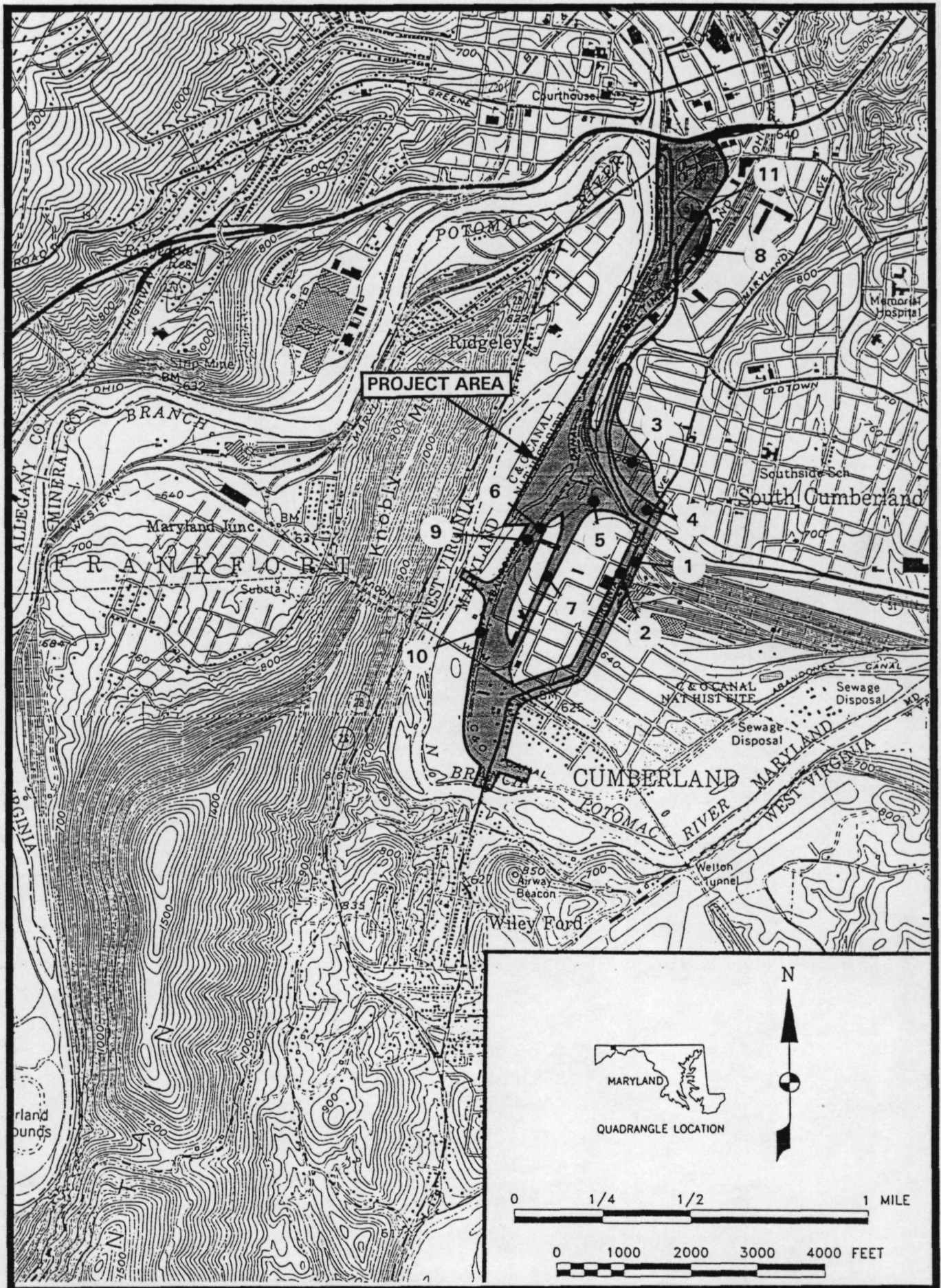


FIGURE 9: Project Area and Locations of Historic Property Nos. 1-11

SOURCE: USGS 7.5 Minute Cresaptown, W VA and Cumberland, MD, 1949 Quadrangles (Photorevised 1974 and 1981 Respectfully)

VI. PROPERTY-SPECIFIC HISTORIES

A. HISTORIC PROPERTY NO. 1: BALTIMORE AND OHIO RAILROAD ROUNDHOUSE AND REPAIR SHOPS

The Baltimore and Ohio (B&O) Railroad Roundhouse and Repair Shops are indicated as Historic Property No. 1 on Archeological Base Map Sheet 5 (Figure 10). This property, located in the Alternative 2 Corridor, was selected for additional historical research in order to explore its potential historic archeological significance within the context of late nineteenth-century industrial development in the South End of Cumberland.

Research into the history of the B&O Railroad Roundhouse and Repair Shop facilities was undertaken by GAI Consultants, Inc., between April 21 and April 28, 1993. Sources consulted during this research included deeds, historical maps, newspapers, company annual reports to stockholders, and company journals. Former employees of the B&O Railroad were also consulted. Documents were examined at the Allegany County Courthouse, History House (the Allegany County Historical Society), and the Appalachian Collection at the Allegany County Community College Library, all in Cumberland; the Maryland Room at the Frostburg State University Library in Frostburg; the Maryland Room at the University of Maryland Library in College Park; and the Baltimore and Ohio Railroad Museum and the Maryland Room at the Enoch Pratt Library in Baltimore.

Based upon the gathered data, it is clear that portions of three areas of historic archeological potential associated with demolished structures will be affected by the expansion of Virginia Avenue. These structures include a roundhouse completed in 1896, an attached machine shop of the same date, and a power house facility constructed in 1913.

1. History of the B&O Facility

The B&O Railroad Roundhouse and Repair Shop facility, and associated Classification Yard, have been of great significance to the economic development of the city of Cumberland and to the growth of the neighborhood of Lower Cumberland or "Egypt." The B&O Railroad reached Cumberland in 1842, and Cumberland served as the railroad's western terminus until 1853, when the main line was completed to Wheeling, West Virginia. Although it ceased to be the terminus, Cumberland became a major intersection point where the main line from Baltimore split into routes for Cincinnati-St. Louis and Pittsburgh-Chicago.

The original roundhouse and repair facility in the city was constructed in 1849 or 1854 on North George Street, between Frederick and Baltimore streets (Hollis and Roberts 1992:161; Miller 1978:68-69). The increasing growth in traffic volume and train length, and especially the developing importance of coal shipping from the mines of West Virginia and Pennsylvania to the eastern seaboard, greatly expanded the amount of freight and the number of passengers

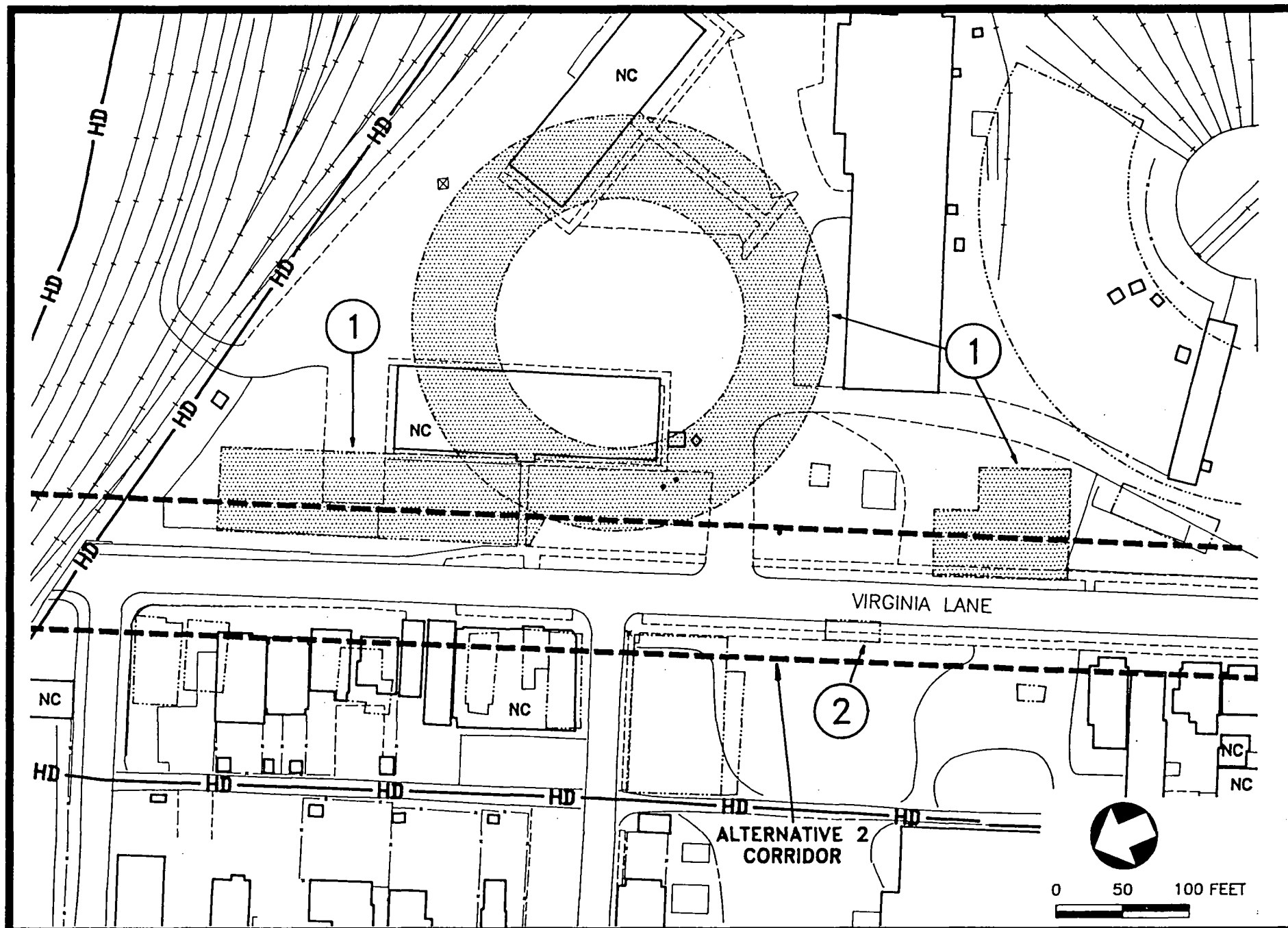


FIGURE 10: Predicted Locations of B&O Roundhouse and Shops

SOURCE: Archaeological Base Map Sheet 5

moving through Cumberland. The B&O Railroad Company attempted to lighten the burden on the facilities at Cumberland by the construction of a major Classification Yard at Keyser in the 1870s and another at Berlin (now Brunswick) constructed from 1890 to 1893 (Harwood 1979:122; Hollis and Roberts 1992:152).

The pressure on Cumberland was not relieved sufficiently by the new construction, however, thus stimulating the need for additional facilities there. In 1890 the B&O Railroad Company proposed to locate the termini of the second and third divisions of the main line and of the Pittsburgh division at Cumberland with the construction of new roundhouse, shop, and yard facilities. The city of Cumberland offered \$150,000 in interest-free loans and tax exemptions to the B&O, through an ordinance which was carried by popular vote in June 1890 (*Cumberland Civilian* June 22, 1890). In 1891 and 1894, the B&O, through its real estate arm, the Real Estate and Improvement Company of Baltimore City, purchased some 87.2 acres for construction of the new facilities, including two tracts along Virginia Avenue on which the structures of concern for the present project were built (Allegany County [AC] Deed Books 69:505, 510; 75:356; 76:448) (Figure 11).

Construction at the site began on February 14, 1892 (Miller 1978:69). In November 1896 the facility opened, featuring a nearly circular 44-stall roundhouse, a turntable, an attached machine shop, ash pits, water tanks, a pneumatic sand house, and a steel coal trestle (Baltimore and Ohio Railroad Company 1897:33; Hollis and Roberts 1992:162) (Figure 12). The yards themselves had been partially completed by November 1896 and were expected to be finished by November 1897 (Baltimore and Ohio Railroad Company 1897:33). In anticipation of the opening of the new facility, the Humbird Land and Improvement Company, owned by J. Wilson Humbird, laid out a street grid and lots in most of the flat land south of the location of the B&O facility. Many of the streets were named for members of the Humbird family—Mary, Offutt, Humbird, and Elder (Keller 1976a; Mayor and City Council of Cumberland 1987:87; Preservation Society of Allegany County, Maryland 1981:1). This district, including the B&O shops and a concentrated area of homogeneous housing for workers dating mainly between 1894 and 1925, has been listed on the Maryland Historic Sites Inventory as AL-IV-138 (Keller 1976).

By 1906, the B&O complex employed over 2,000 people, making it the largest employer in Cumberland (Stegmaier et al. 1976:219-220; Weaver 1987:13). The economic stimulus provided to the neighborhood of Lower Cumberland is demonstrated clearly by the business growth along Virginia Avenue, where there were 80 establishments by 1906 (Weaver 1987:15), and 114 by 1925 (Miller 1978:379).

Further railroad traffic growth necessitated the construction of a 31-stall semicircular roundhouse with a 100-foot (later 115-foot) turntable, located to the south of the original roundhouse; a boiler house; a machine shop measuring 70x140 feet; a two-story office building; a coaling station; an ash pit; and a sand house—completed in August 1913 (Baltimore and Ohio Railroad Company 1914:9; Hollis and Roberts 1992:163) (Figure 13). The increasing length of locomotives and heavy traffic rendered the old roundhouse obsolete (*Cumberland Evening Times*

SOURCE: *Allegany County Deed Book 76:453*

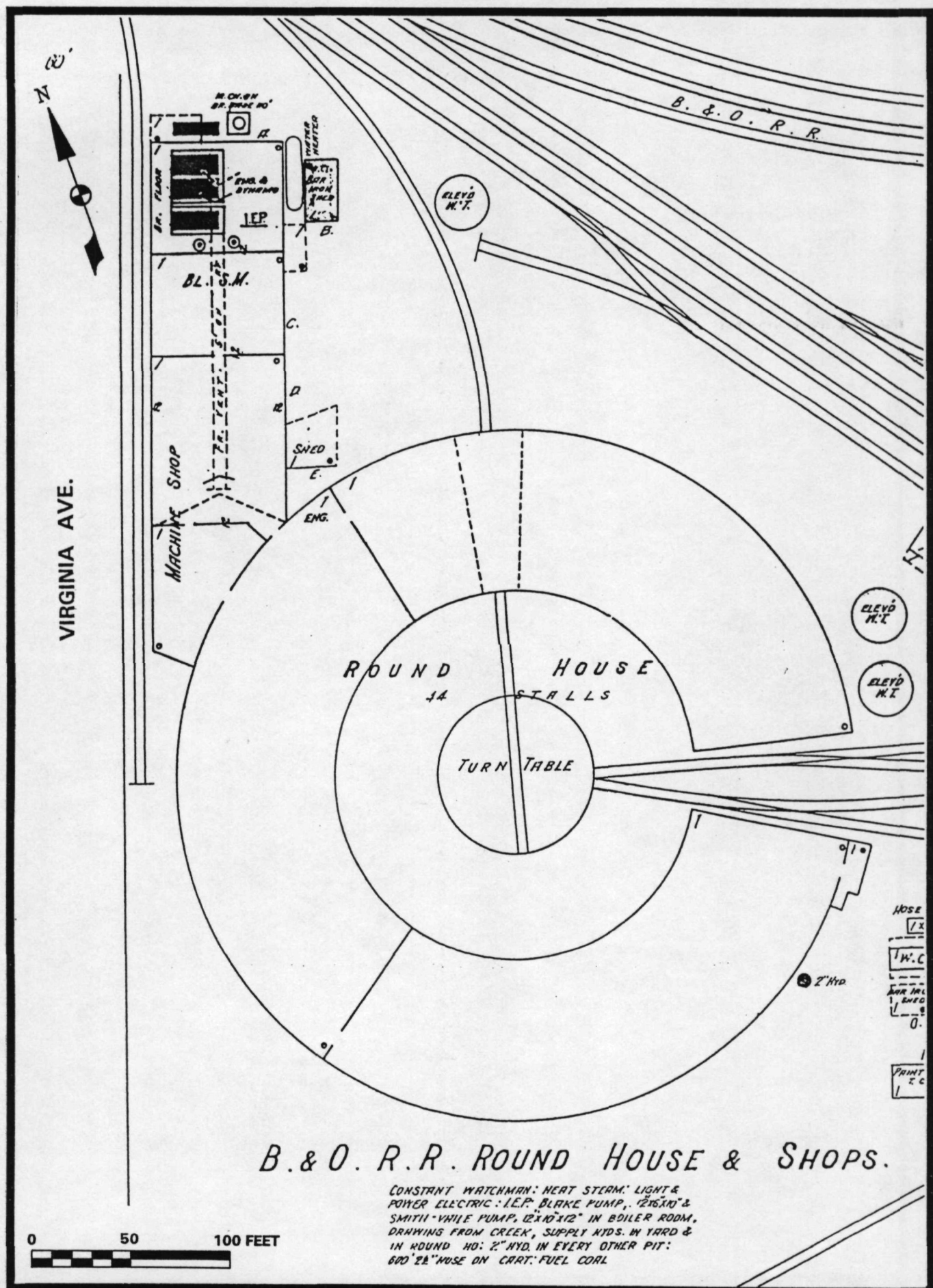


FIGURE 12: Plan of the 1896 B&O Roundhouse and Machine Shop Facility Along Virginia Avenue, 1910

SOURCE: Sanborn 1910:35

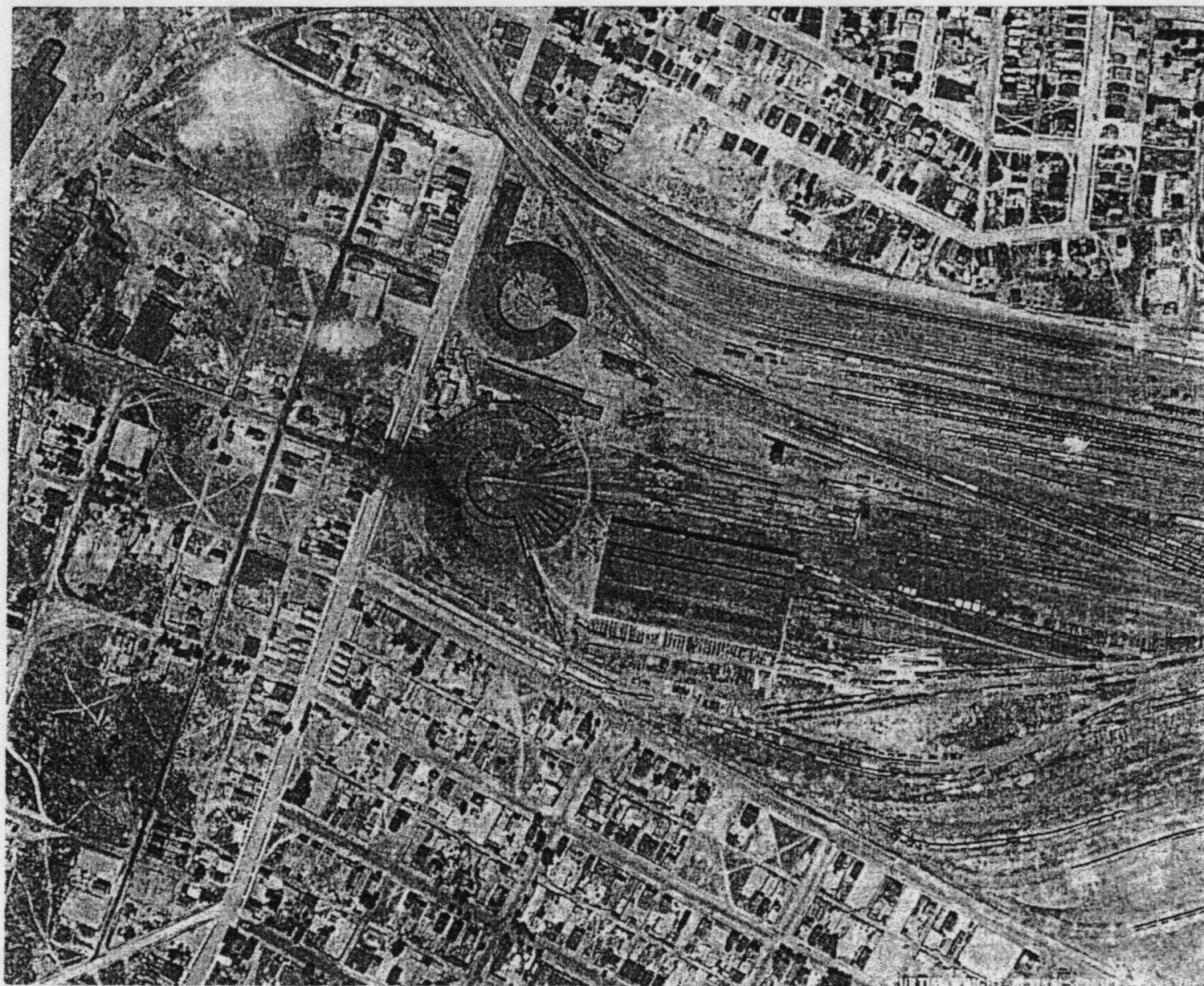


FIGURE 13: Aerial View of the South Cumberland Rail Yards, B&O Roundhouse, and Shops, Circa 1910

SOURCE: *The Automatic Block* 1987:1

May 11, 1943:11). The old roundhouse and machine shop began to be utilized as a car rebuilding shop ("steel car plant") (*Baltimore and Ohio Magazine* 1924:19-21; Sanborn 1921:33) (Figure 14).

During the First World War, the requirements of the military created a motive power shortage for the nation's railroads, and it thus became necessary to obtain maximum service from available locomotives. This need brought to the forefront the absence of proper repair facilities in the B&O Railroad system. Accordingly, a 253x509-foot, rectangular heavy locomotive repair shop was constructed at the Cumberland Complex by Westinghouse, Church, Kerr & Company of New York. This Back Shop had three erecting pits, space for 17 locomotives, overhead traveling cranes, and a four-story storehouse in the southwestern corner (Gosnell 1919:15-18).

In 1940, the increasing length of locomotives made it necessary to extend the outer wall of the 1913 roundhouse (Hollis and Roberts 1992:165). In 1943, the original 1896 roundhouse and machine shop facility was partially demolished because it was thought to be no longer serviceable (*Cumberland Evening Times* May 11, 1943:11; Hollis and Roberts 1992:162). Just after the Second World War, the B&O Railroad modernized the eastbound yard by installing retarders, power turnouts, and a retarder control tower which opened in August 1947 (Hollis and Roberts 1992:172).

In 1960, the B&O Railroad opened a new \$13 million westbound yard facility north of the eastbound yards and roundhouse/repair shop facilities in order to consolidate westward classification work which had previously been split between Cumberland and Brunswick (Baltimore and Ohio Railroad Company 1960; *Cumberland Sunday Times*, Sunday Supplement, May 8, 1960:6; Harwood 1979:177-178). In 1961, the Back Shop was modernized to accommodate a progressive maintenance system with 7 work stations capable of inspecting and repairing 18 diesel locomotives per 24-hour period (*Baltimore and Ohio Magazine* 1961:4-7). In 1989, CSX Transportation opened a \$5.6 million car repair shop for coal cars on return trips from eastern ports. This facility has three tracks capable of servicing 50 cars per day (*Cumberland Times-News* July 8, 1988:11-12, May 18, 1989:1).

Throughout the twentieth century, the B&O complex, now operated by CSX Transportation, has remained a major employer in Cumberland. In 1924, 918 men were employed in the Cumberland roundhouse and car yard, excluding those at the Back Shop (*Baltimore and Ohio Magazine* 1924:19-21). In the late 1940s and early 1950s a majority of between 3,500 and 6,200 railroad workers in the Cumberland area worked at the South Cumberland shops and yards (Campbell 1952:8). Employees were mostly male, and included shop mechanics, machinists, helpers, engineers, and laborers (Campbell 1952:8). Work at the South Cumberland facility has been a family tradition, with several generations working at the shops and yards (Glen Lee, personal communication 1993). The ethnic composition of the work force has varied. Among men working at the Back Shop in 1928 were those of Irish (Brady, Kalbaugh, Kavanaugh, O'Donnell), English (Bell, Cole, Smith, Squires, Twigg), German (Brinker, Shiffer, Zufall, Whetzel), and Slavic (Kaboskey, Zahradka) descent (*Baltimore and Ohio Magazine* 1928:30-31).

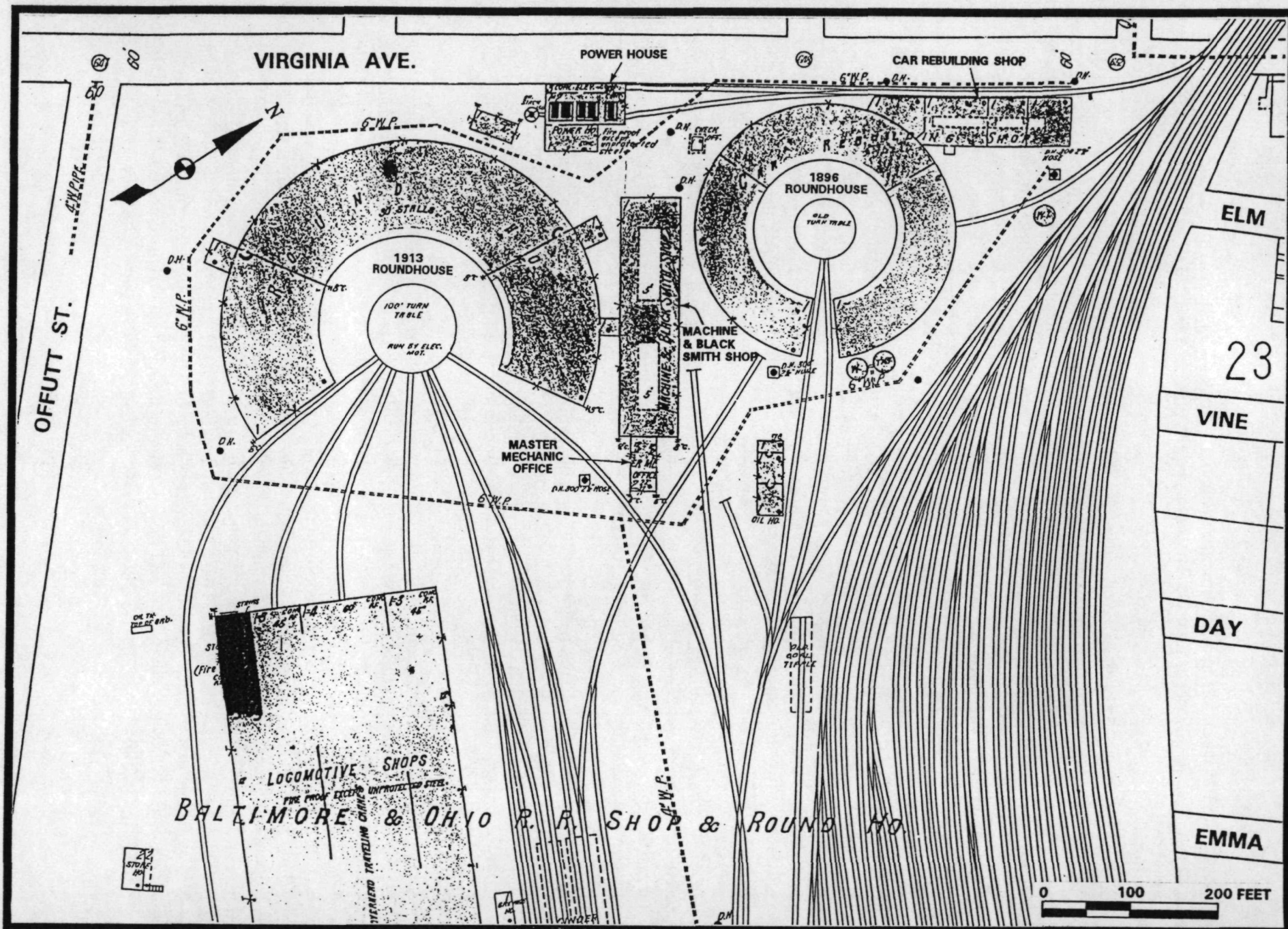


FIGURE 14: Plan of the B&O Facility, 1921

SOURCE: Sanborn 1921:33

2. Potential Cultural Resources

The area of immediate construction impact for the proposed Virginia Avenue expansion includes portions of three demolished buildings—the 1896 roundhouse, the 1896 machine shop, and the 1913 boiler house. The roundhouse consisted of a single-story, gable-roofed structure, measuring some 310 feet in diameter (*The Automatic Block* 1987:1; Hollis and Roberts 1992:162; Sanborn 1910:35) (see Figures 12 and 13). The machine shop was attached to the northwestern portion of the roundhouse, and consisted of a brick, one-story, low-gable, clerestory-roofed structure with a brick floor, measuring approximately 230x60 feet. A small addition to the northern side in 1910 extended the building length along Virginia Avenue to approximately 245 feet. An engine and dynamo and a smoke stack were located at the northern end of the structure. The machine shop also included a blacksmith facility (Hollis and Roberts 1992:162; Sanborn 1910:35) (see Figures 12 and 13).

The roundhouse and machine shop were used initially for servicing steam locomotives. After construction of the new roundhouse and machine shop in 1913, written sources indicate that the older facility was utilized for "car rebuilding" (Sanborn 1921:33, 1941:33) (see Figure 14) or as the "steel car plant" (*Baltimore and Ohio Magazine* 1924:19-21). These cars apparently included gasoline-powered passenger rail cars (Squires, personal communication 1993). Diesel engines were also reportedly repaired at the facility until the new roundhouse and the back shop were converted from steam to diesel locomotive servicing in 1954 and 1960 respectively (Squires, personal communication 1993). The old complex was dismantled in 1943 except for a small portion along its southeastern side where approximately six stalls were kept for servicing B&O "passenger motor buses," presumably the gasoline-powered rail cars (*Cumberland Evening Times* May 11, 1943:11). A 1954 aerial photograph in the collection of Photo-Genics in Lavale, Maryland, shows the remainder of the old roundhouse still in use. A 1957 aerial photograph, however, shows that the old roundhouse and machine shop are completely gone (Schwartz et al. 1980:148). A B&O Railroad Company YMCA and parking lot were constructed over a portion of the site in 1966 (City of Cumberland 1987:9) (see Archeological Base Map Sheet 5).

The boiler house, located along Virginia Avenue directly behind the new roundhouse, consisted of a single-story, flat-roofed structure of two-story height, with a three-story coal elevator fronting the street. The facility had a concrete floor, a brick smokestack attached to its southwestern side, and measured approximately 98x82 feet (Sanborn 1921:33, 1941:33) (see Figure 14). It was demolished in the early 1970s (Squires, personal communication 1993).

At present the area of proposed construction contains a landscaped lawn space between Hotel Sleepers (the 1966 YMCA) and Virginia Avenue. Structural remains of the demolished roundhouse, machine shop, and power house, and associated cultural deposits may be expected to exist under historic fill materials. The types of features that can be expected include foundation walls, brick and concrete floors, and locomotive and car repair pits. Artifacts relating to locomotive servicing, car rebuilding, and power generation activities may also be uncovered.

During the Phase I archeological work on Historic Property No. 1, it is recommended that use be made of blueprints and property records on file at the CSX Property Accounting Office, 100 North Charles Street, in Baltimore.

B. HISTORIC PROPERTY NO. 2: CRADDOCK HOUSE, 809 VIRGINIA AVENUE

The Virginia Avenue dwelling site is indicated as Historic Property No. 2 on Archeological Base Map Sheet 5 (Figure 15). The anomalous size of the lot and orientation of the house to the road indicate that a dwelling probably existed on the property prior to the 1894 platting of lots along Virginia Avenue (Figure 16). This property, located in the Alternative 2 Corridor, was selected for additional historical research in order to explore its potential historic archeological significance within the context of mid- to late nineteenth-century domestic life in the South End of Cumberland. A summary of ownership for this property is provided in Table 1 (see Appendix A).

1. Property History

The dwelling at 809 Virginia Avenue was originally part of a 119½-acre tract called "the Resurvey on Shutes Request" lying south of Cumberland's city limits. The tract was purchased by William Walsh in 1865 (AC Deed Book 22:655). A cartographic survey made in 1864 indicated that no structures were yet present on the site of Historic Property No. 2 (U.S. Coast Survey 1864) (see Figure 4).

William Walsh gridded his South Cumberland real estate into streets and 562 building lots in 1894, in anticipation of the housing requirements of employees at the B&O railroad yards, then under construction. Walsh's development was known as "Walsh's Addition" (see Figure 16). Though nearly two miles from the center of Cumberland, this area became the city's fastest growing section during the 1890s (Kimberly 1908: not paginated).

In 1889, five years before platting Walsh's Addition, William Walsh sold Amanda Robinson a lot measuring 100x120 feet fronting on Virginia Lane for \$150 (AC Deed Book 67:420). Virginia Lane later became known as Virginia Avenue. Amanda Robinson sold the Virginia Avenue lot to John Craddock in 1892 (AC Deed Book 72:369). Construction of the B&O railroad yards also began in 1892, resulting in a 100 percent increase in the value of the land.

Tax assessments indicate that a dwelling was present on the lot by 1896. It is not clear whether John Craddock, a justice of the peace, ever occupied 809 Virginia Avenue. According to city directories for 1884 and 1913, the earliest available, the Craddock family lived on Elm Street rather than at 809 Virginia Avenue. Yet Craddock's 1896 tax assessment for 809 Virginia Avenue also included household goods, normally an indication of residence (AC Tax Record, District 4, 1896-1906:90). The property remained in the Craddock family for 50 years. John Craddock devised his entire estate to his son, Michael Joseph Craddock in 1931 (AC Will Book P:476).

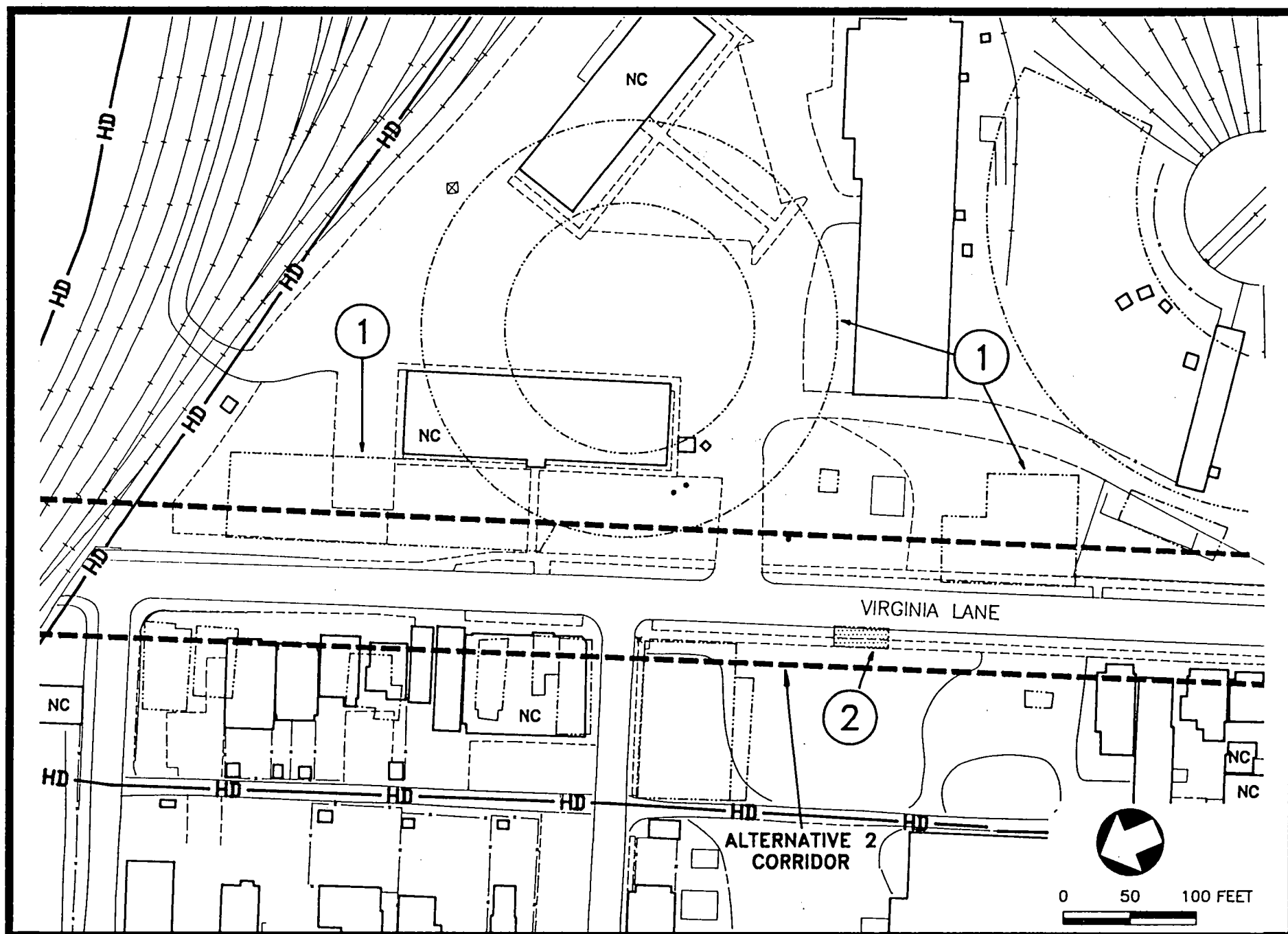


FIGURE 15: Predicted Location of Craddock House, 809 Virginia Avenue

SOURCE: Archaeological Base Map Sheet 5

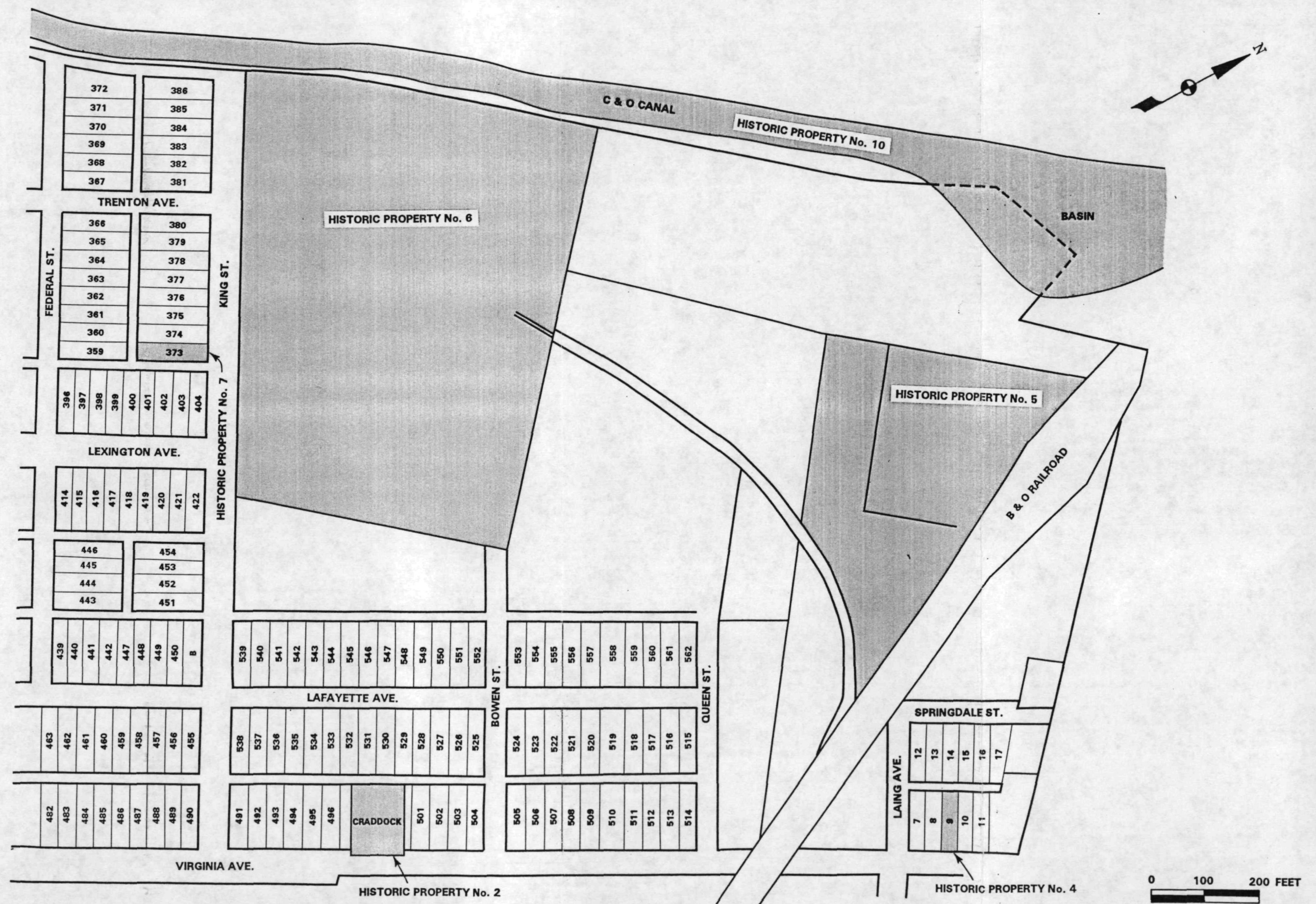


FIGURE 16: Plan of Part of Walsh's Addition Showing the Locations of Historic Property Nos. 2, 4, 5, 6, 7, and 10

SOURCE: Allegany Co. Plat Box 98, 1894

No individual tenant can be traced to 809 Virginia Avenue. The 1900 federal census did not include house numbers for South Cumberland and a cross-check with city directory information could not identify the occupant. The area of Historic Property No. 2 was not covered by Sanborn maps prior to 1910. In 1910 the structure at 809 Virginia Avenue is represented as a small 1½-story dwelling with a 1-story addition (Figure 17). Although house numbers were included in the 1910 federal census, 809 Virginia Avenue was not enumerated, suggesting that the house was probably vacant. A notation entered in the John Craddock tax records on January 12, 1914, indicates that the valuation of 809 Virginia Avenue was reduced by \$350 (AC Tax Record, District 4, 1910-1917:128). Such a substantial reduction is often the result of the removal of a structure. Removal of the dwelling at 809 Virginia Avenue is corroborated by the 1917 Cumberland City Directory in which all street addresses, whether occupied or vacant, are included and in which 809 Virginia Avenue is not listed. Finally, the 1921 insurance map verifies that the dwelling had been removed and that 809 Virginia Avenue was a vacant lot (Sanborn 1921); the property remains a vacant lot at the present time.

The dwelling at 809 Virginia Avenue was probably built sometime between 1889 and 1896 by either Amanda Robinson or John Craddock. It was most likely removed in 1914 as indicated by tax records for the property.

2. Potential Cultural Resources

There is a high level of probability for the recovery of significant archeological resources at Historic Property No. 2 reflective of occupation in this area prior to its urban development. The current open state of the property provides accessibility to all portions of the house and yard areas. In addition, the apparent lack of construction on the lot subsequent to the likely 1914 demolition of the house increases the potential for structural and depositional integrity.

C. HISTORIC PROPERTY NO. 3: HENRY SHRIVER FARMHOUSE

The Henry Shriver Farmhouse is indicated as Historic Property No. 3 on Archeological Base Map Sheet 5 (Figure 18). This property, which is located in the Alternative 3 Corridor, was selected for additional historical research in order to explore its potential historic archeological significance within the context of the rural agricultural period in the South End of Cumberland.

A Maryland Historical Trust State Historic Sites Inventory Survey, conducted in 1976, evaluated the houses in South Cumberland. The Henry Shriver property was included in that survey. The house was described as consisting of two sections, a brick 2½-story portion (127 West Third Street) and a 2½-story frame portion (125 West Third Street). The survey suggested that the frame structure may be a log house. The house contains deep-inset windows typical of log houses. It also has a wide brick interior chimney and small attic windows on the gable end. A 2-story, shed-roofed addition was added to the south. The brick section is believed to be of more recent construction than the frame section. It has two gabled wooden dormers and a return gable executed in three courses of corbelled brick. The house is three bays across its principal

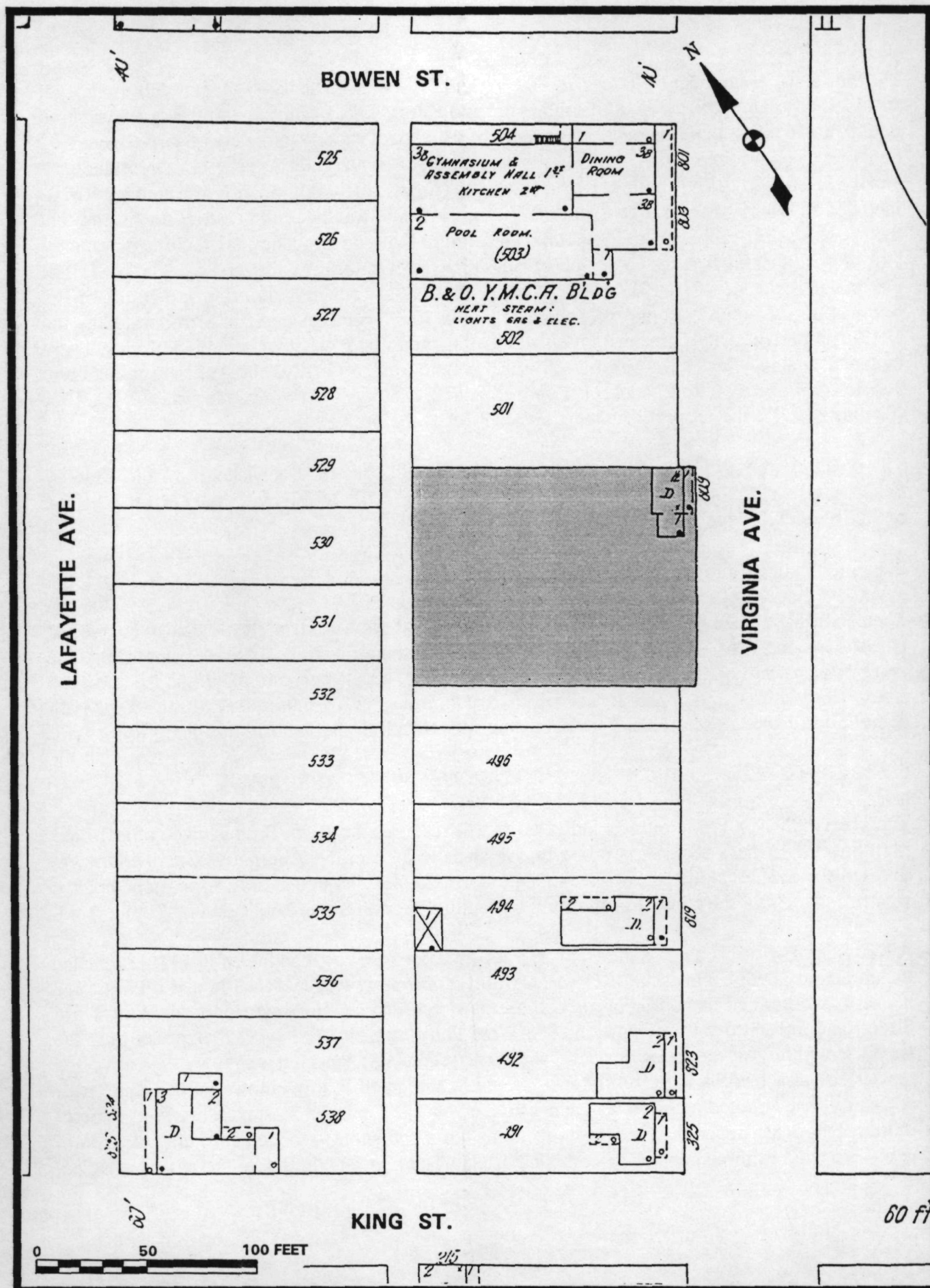


FIGURE 17: Plan of Historic Property No. 2, 1910

SOURCE: Sanborn 1910:35

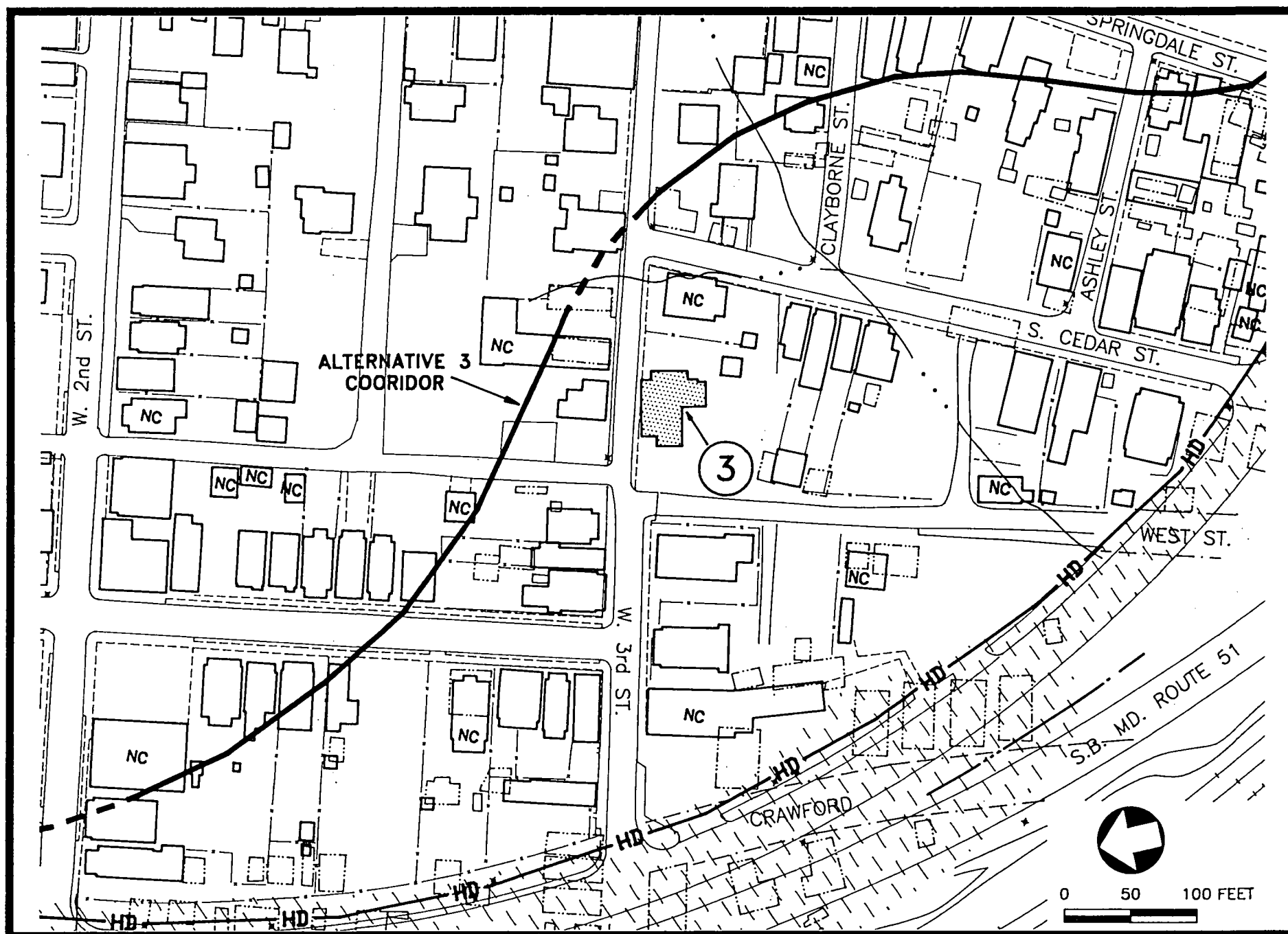


FIGURE 18: Location of Henry Shriver Farmhouse

SOURCE: Archaeological Base Map Sheet 5

west facade. Brick jack arches and sills accent the windows which have been altered from their original 6/6 panes to 1/1. The survey states that attached houses, such as the Henry Shriver Farmhouse, are among the most important resources in South Cumberland and the city as a whole (Maryland Historical Trust 1976:9).

It is not clear from the historical documents when the Henry Shriver Farmhouse was built. The Shrivers (the name is also variously spelled as Schreiber, Schriver, Scheiber) held the property in the years 1845-1848 and repurchased it in 1854. They may have built the house during their first holding of the property or later. It is also possible that the house had already been built when Shriver purchased the land. Further architectural studies may help in dating the house. Archeological testing may also be helpful in determining construction dates of the structures and in identifying different activity areas on the property.

1. Property History

The lot on which this farmhouse is located was contained within a larger tract called "The Brothers" and owned by Mary Ann O'Neale. Upon Mary Ann's death in 1839, the tract of land was divided into 38 lots and sold at auction on August 29, 1840, at the tavern of James Black in the public square in Cumberland (AC Deed Book AA:508). James and Ann Eliza Smith purchased two lots or parcels of land from the Estate of Mary Ann O'Neale and sold them on July 19, 1845, to Henry Shriver for \$500 (AC Deed Book 1:208). The first parcel contained six and one-fourth acres of land and the second parcel contained one acre and ninety-eight perches of land. Henry and Elizabeth Shriver conveyed the same pieces of land to John Richardson by deed dated June 3, 1848, for \$865 (AC Deed Book 2:747). John Richardson agreed to sell the land back to Henry Shriver for \$865, but he died in 1851, before the sale could be finalized. Edwin T. Shriver, acting as trustee for the estate, went to Orphan's Court to obtain permission to complete the sale on behalf of Ellen Richardson. The court agreed to permit the sale, and on March 2, 1854, Shriver paid off the balance of the sum he owed to obtain the property (AC Deed Book 9:683).

The 1850 federal census enumerated Henry Shriver (42 years old); his wife, Elizabeth (36); sons Henry (16), John (13), Anthony (10), and Martin (9 months); and daughters Mary (8) and Philomena (5). His birthplace was recorded as Germany and his occupation was given as farmer. The value of his real estate was \$700 (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1850:168).

According to the 1860 federal census of population, Henry Shriver was farming the property. He and his wife had two more children, Mary Jane and Frank. The three oldest boys were working: Henry and Anthony were clerks and John was listed as a blacksmith, possibly helping out on the family farm. Henry Shriver's real estate was valued at \$2,000 and his personal property was valued at \$500 (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1860:173).

In the agricultural schedule of the 1860 federal census, Henry Shriver was listed as possessing 11 acres of improved lands and no unimproved lands. The cash value of his farm was listed at \$2,000, while his farming implements were valued at \$50. He owned 1 horse, 3 milch cows, 3 sheep, and 8 swine. His livestock was valued at \$125. He produced 30 bushels of wheat, 25 bushels of rye, 100 bushels of Indian corn, and 20 bushels of Irish potatoes, and had an orchard valued at \$25. He reported 300 pounds of butter and 5 tons of hay; the value of his slaughtered animals was given as \$45 (U.S. Bureau of the Census, Cumberland, Maryland, Agricultural Schedule 1860).

The average farm at that time and in that area had 85.98 acres of improved land and 70.62 acres of unimproved lands (woodlands, meadowland, etc.). The average value of a farm was \$3,856.25. Farm implements averaged \$114.12 in value. The average farmer owned 3.35 horses, 3.8 milch cows, 3.8 sheep, and 6.72 swine, valued at \$456.88. The average farm produced 123.88 bushels of wheat, 76.38 bushels of rye, 426.38 bushels of Indian corn, and 75.5 bushels of Irish potatoes and had an orchard valued at \$26.25. The average farmer produced 226.25 pounds of butter, owned 14.4 tons of hay, and had slaughtered animals valued at \$87.25 (U.S. Bureau of the Census, Cumberland, Maryland, Agricultural Schedule 1860). Henry Shriver had a very small holding in comparison to other farmers in the area, but was producing a large quantity of dairy products and a large number of animals for slaughter. For the amount of land Shriver held, his farm had a fairly high value.

The earliest tax records found to contain a description of the property were from the year 1867. Henry Shriver was listed as owning three houses and lots valued at \$2,500. His livestock was valued at \$80 and his household goods were valued at \$100 (AC Tax Record, District No. 6, 1867-1875:356).

The 1870 federal census still listed Henry Shriver's occupation as farmer. He and his wife had three children at home. The oldest of them, Martin, was listed as a farm hand. Shriver's real estate had increased to \$6,000 in value and his personal property had decreased to \$400 in value (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1870:214).

The earliest detailed map showing the South Cumberland area was drawn in 1864 by A. Lindenkohl for the U.S. Coast Survey. The Shriver farmhouse is indicated at the foot of German Lane (later Third Street). The area bounded by Virginia Lane, Springvale (later Springdale) Lane, Taylor Lane (later First Street), and German Lane was one of the foci of settlement in the section of South Cumberland lying between Old Town Road and the B&O railroad tracks (U.S. Coast Survey 1864).

In 1871 Henry Shriver's farmstead was included on a plat entitled "Shriver's Addition to the City of Cumberland, MD." (AC Deed Book 76:687). The L-shaped "H.S. Dwelling" is composed of two sections: the brick western half measures 18x36 feet and the frame eastern half measures 22x16 feet. A barn, an unidentified outbuilding, and several fencelines are also shown on the plat (Figure 19).

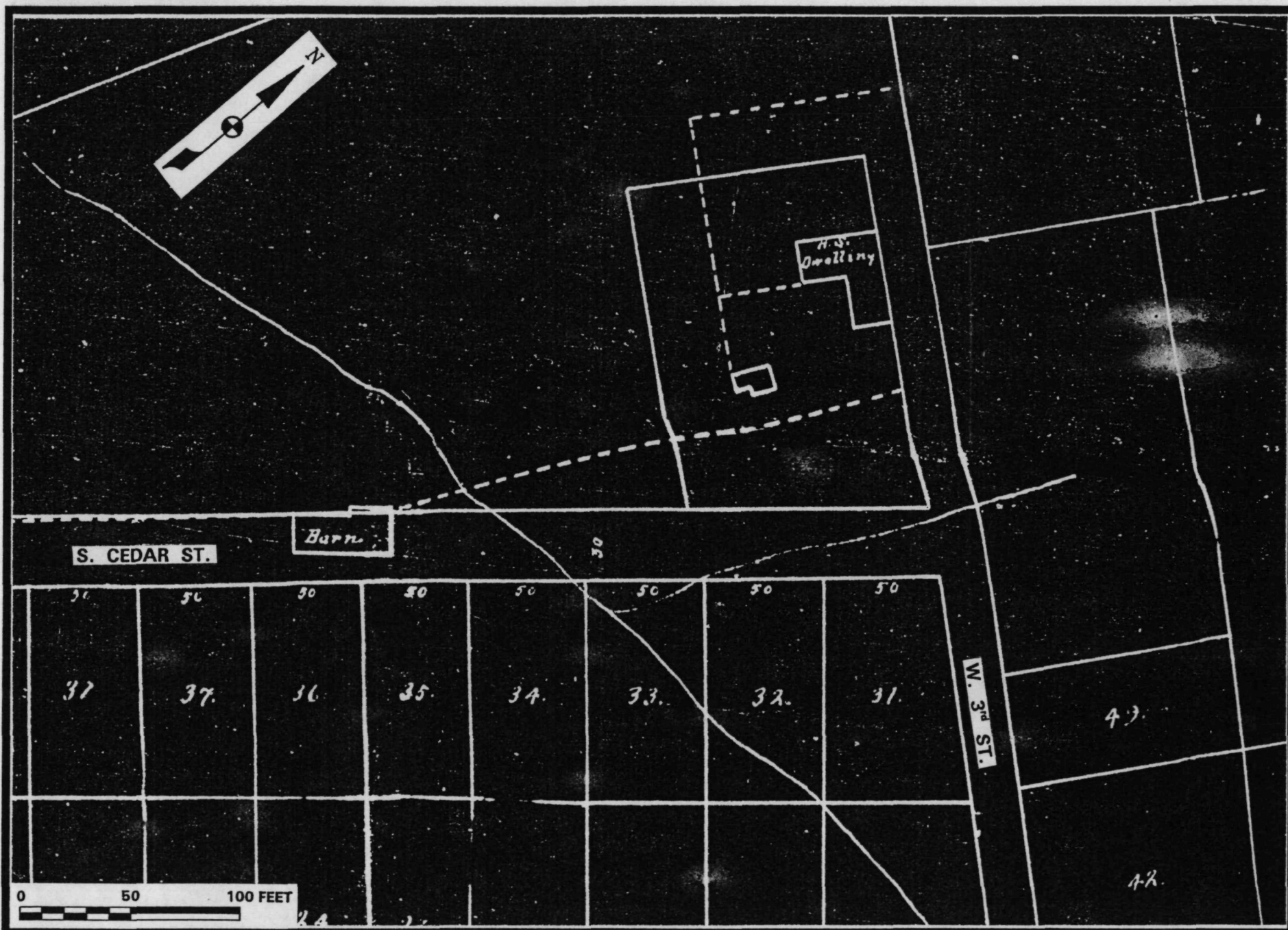


FIGURE 19: Plan of Part of Shriver's Addition Showing Historic Property No. 3, 1871

SOURCE: Allegany County Deed Book 76:687

Henry and Elizabeth Shriver sold the farmhouse and several other tracts of land known as "Shriver's Addition" to George Henderson, Jr., and John R.H. Campbell on May 13, 1873, for \$5,311 (AC Deed Book 38:393). George Jr. and Rebecca E. Henderson and John R.H. and Ellen J. Campbell quickly sold the Shriver house and lot to Mary Donahoe on June 17, 1873, for \$3,000 (AC Deed Book 38:437). This deed is the first that specifically identifies "Henry Shriver's dwelling house."

James and Mary Donahoe sold the house and lot to George Henderson, Jr., on November 17, 1873, for \$3,000 (AC Deed Book 41:8). In a deed dated March 7, 1874, John R.H. and Ellen J. Campbell reconfirmed the sale of their interest in the house and a portion of the lot to Mary Donahoe. The latter, in turn, sold the property to George Henderson, Jr. They then sold another small piece of land to George Henderson, Jr., for the sum of \$125. The new lot dimensions were 100 feet by 148.5 feet by 101.2 feet by 164.2 feet (AC Deed Book 42:109). These dimensions were confirmed in the tax assessment for 1874. Henry Shriver was listed as having sold a brick house and lot to George Henderson valued at \$1,500 and two lots and a frame house valued at \$1,000 to Henderson and Campbell (AC Tax Record, District No. 6 1867-1875:357).

The Hendersons are not listed as residing on German Lane in the 1880 federal census (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1880:75). The property was probably being rented at the time, but the tenant could not be determined.

Upon the death of George Henderson, Jr., in 1884, his widow, Rebecca, and his children inherited the house and lot as part of his estate. They sold the property to Joseph Demelye for \$1,110 on May 20, 1887 (AC Deed Book 64:105).

The earliest insurance map found of the property dates to 1887 (Sanborn 1887) (Figure 20). The two-story dwelling was no longer L-shaped. A one-story addition had been built on to the south side of the frame section of the structure, making the shape of the building rectangular. The house fronted directly onto the south side of German Lane at No. 204. No outbuildings were present.

In Joseph Demelye's 1888 tax assessment, his lot "in Shriver's Addn from George Henderson" was valued at \$400 and the improvements to it at \$800 (AC Tax Record, District No. 4, Vol. A-L, 1876-1895:154). In 1896, Elizabeth Demelye was assessed for a "lot on the corner Lee St and German Lane, 200' x 300'" valued at \$900, improvements including a "2 story brick" and a "2 story frame" valued at \$1,000 and household goods valued at \$75 (AC Tax Record, District No. 4, 1896-1909:112). Elizabeth Demelye and her children had inherited the property and had a mortgage agreement with Mary E. Townshend (AC Mortgage Book 26:195). The mortgage, entered into on August 12, 1898, was for \$1,000.

In the federal census of 1900, Elizabeth Demelye, aged 69 years, is reported as living in the house with her 24-year-old son, Joseph. The property is listed as a house, not a farm. Elizabeth Demelye is reported as having been born in Switzerland and having immigrated to the

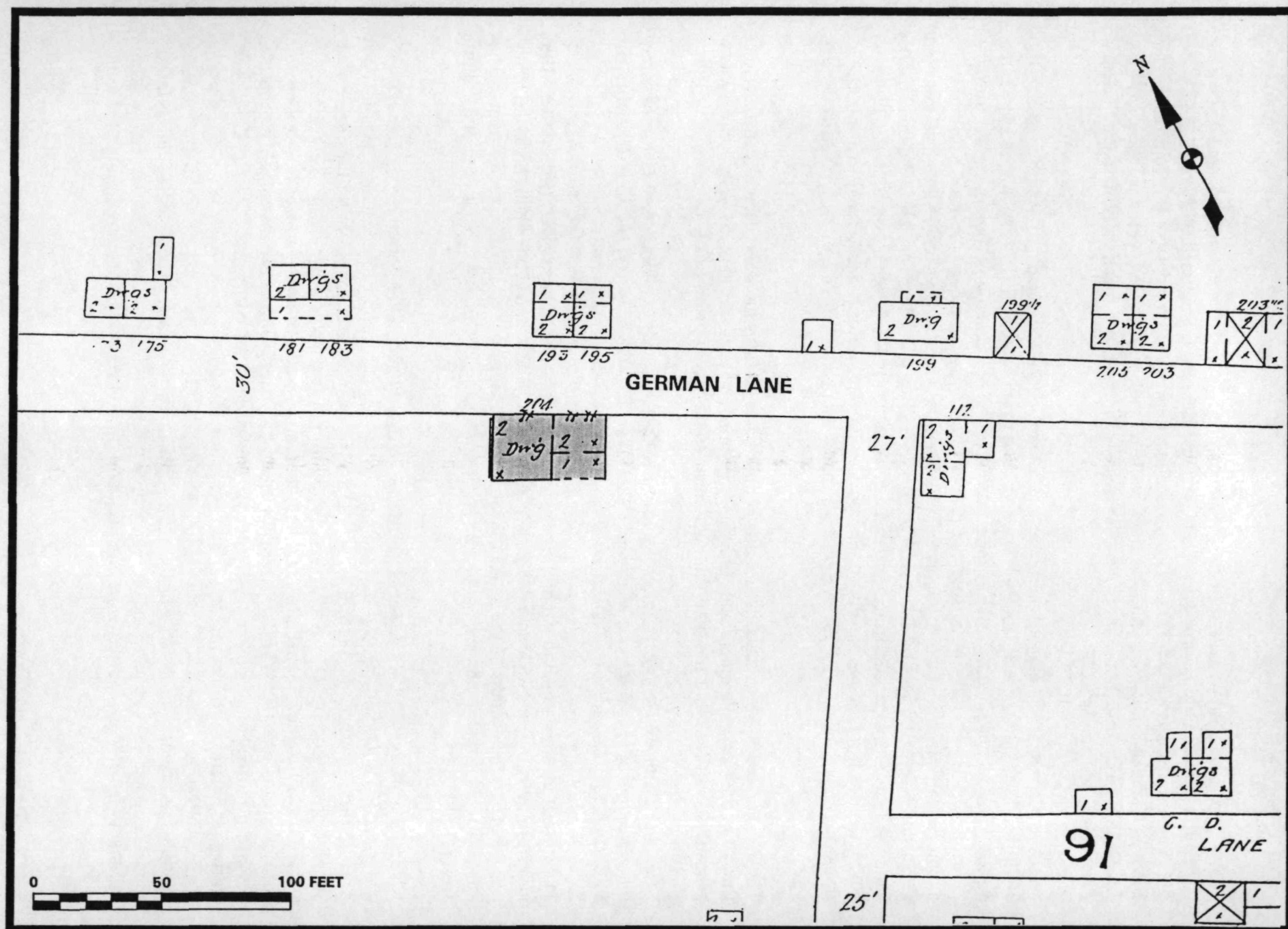


FIGURE 20: Plan of Historic Property No. 3, 1887

SOURCE: Sanborn 1887:17

United States in 1872. Joseph Demelye is described as a day laborer (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1900:135).

Elizabeth Demelye's property was reassessed in 1906 (AC Tax Record, District No. 4, 1906-1909:184). The value of the lot had remained unchanged since 1896, but the "2 story brick" was valued at \$1,000 and the "2 story frame" at \$300; the value of household goods remained the same.

Elizabeth Demelye defaulted on the mortgage and part of her property was placed at auction by William H. Cole, assignee of Mary E. Townshend, and sold to Robert R. Henderson on February 20, 1907. Henderson paid \$2,000 for the property (AC Deed Book 100:508). This transaction is reflected in the tax records. Robert R. Henderson is listed as having a "lot 164' x 101' on German Lane and Lee St" valued at \$650, which included improvements—"brick dwelling" valued at \$1,000 (AC Tax Record, District No. 4, 1910-1917:408).

In the federal census for 1910, Elizabeth Demelye and her son Joseph were listed as renting the house on German Lane. Joseph Demelye was described as a heater in the tin mill (U.S. Bureau of Census, Cumberland, Maryland, Population Schedule 1910:202). In the federal census for 1920, William and Edith Davis, his parents, his sister, and a child were listed as renting the eastern half of the house, known as 115 West Third Street. William Davis, an immigrant from Wales, was listed as a coal roller in the tin mill. His father, William A. Davis, was also listed as a roller in the tin mill.

The western half of the house, known as 117 West Third Street, was rented by Richard Davis, another son of William A. Davis. Richard and his wife, Alice, resided there with their five children. Richard Davis was also a roller in the tin mill. Both of his two oldest boys, Thomas and Stanley, held jobs, one as a courier in a glass works and the other as a bobbin boy in a silk mill (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1920:251).

Robert R. and Louisa P. Henderson sold the "Henry Shriver Mansion House" and lot to William, Richard, and William Davis, Jr., on April 14, 1920, for \$10 (AC Deed Book 132:627).

On October 18, 1920 the house and lot was divided into two parts. The brick section of the house, along with the western half of the lot, became known as 117 West Third Street, while the frame section of the house and the eastern half of the lot became known as 115 West Third Street. This division occurred when William Jr. and Edith Davis sold the brick house and western lot to William and Richard Davis on the above-mentioned date for \$1.00 (AC Deed Book 134:515). The western lot measured roughly 56x101 feet.

An insurance map from 1921 shows the houses and lot (Sanborn 1921) (Figure 21). German Lane had been renamed West Third Street sometime between 1907 and 1920, and was slightly realigned. The houses no longer directly fronted onto the street but were at a slight angle to it. A small porch had been added to the west facade of the brick house.

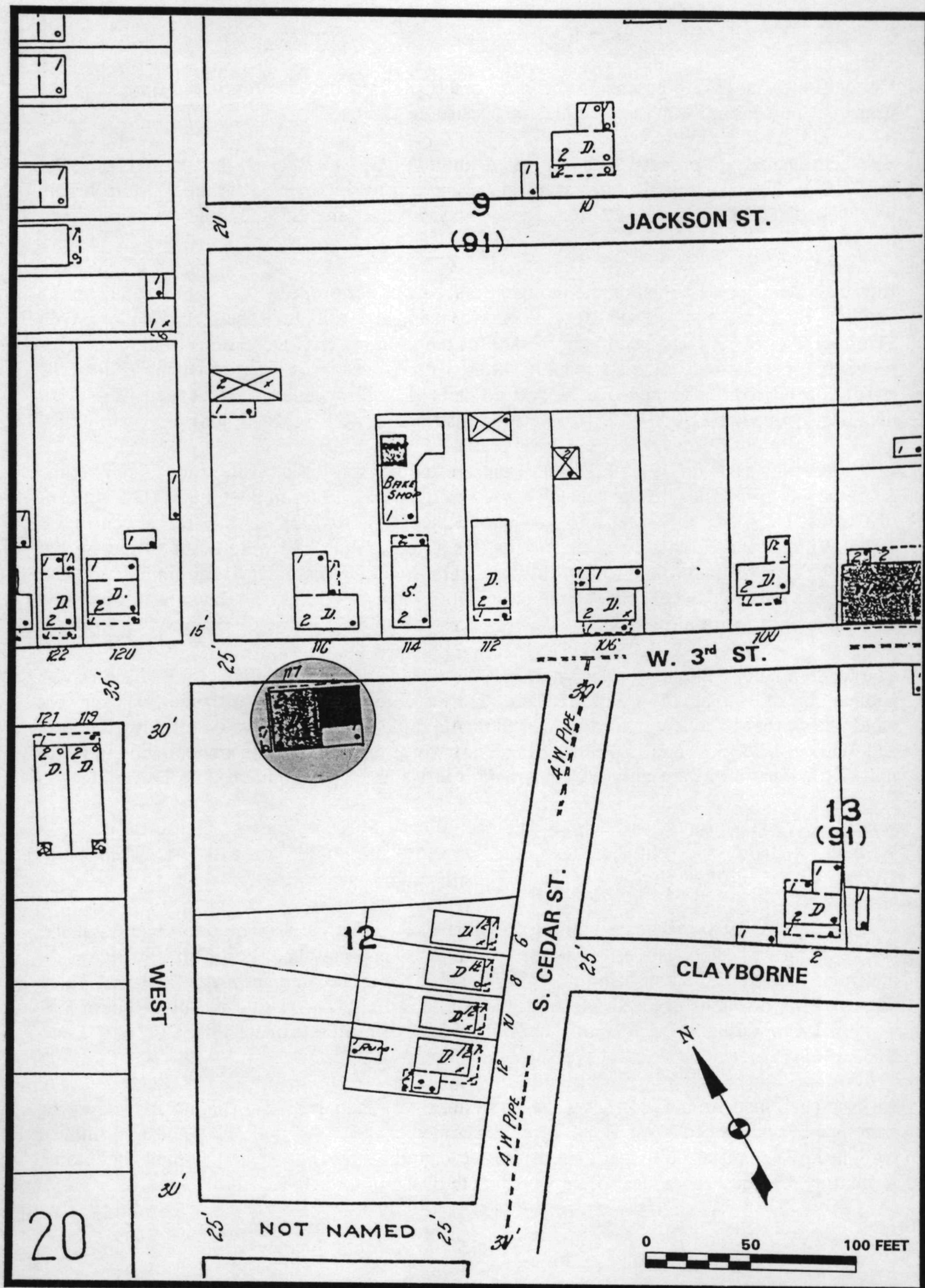


FIGURE 21: Plan of Historic Property No. 3, 1921

SOURCE: Sanborn 1921:19

On May 13, 1926, William and Ann Davis sold their interest in the brick house and western lot, which had been renumbered 127 West Third Street, to Richard and Alice Davis for \$10 (AC Deed Book 153:73). On the same date, Richard and Alice Davis sold their interest in the frame house and eastern lot known as 125 West Third Street to William Sr. and Ann Davis for \$10 (AC Deed Book 153:74). Dimensions of the eastern lot were approximately 58x101 feet.

The following section of the property history pertains to 125 West Third Street. William Sr. and Ann Davis sold the house and lot at 125 West Third Street to William Davis, Jr., and Gomer Davis for \$10 on May 3, 1933 (AC Deed Book 169:384). According to the city directories for Cumberland, William and Ann Davis continued to reside in the house. Ann Davis was listed as a widow in 1940 and was a resident in the house until 1947.

The Sanborn insurance map of 1949 indicates that the property had changed slightly since 1921 (Sanborn 1921) (Figure 22). A small one-story structure, probably a garage, had been built in the southwest corner of the lot. A dwelling house was added to a lot east of the houses, on the corner of West Third Street and South Cedar Street.

William Davies, Jr., and Julia H. Davies, his wife, and Gomer Davies conveyed the property at 125 West Third Street to A. Marteene Manges, trustee, on September 12, 1956, for \$10 (AC Deed Book 293:29). The purpose of this transaction was to clear up the misspelling of the name "Davis" to "Davies" and to recognize that William Davis, Jr., was to be known as William Davies, Sr. The property was immediately reconveyed to William Sr. and Julia H. Davies by A. Marteene Manges for \$10 (AC Deed Book 293:32).

William Sr. and Julia H. Davies sold the property at 125 West Third Street to William A. and Lois Lee Davies for \$10 on February 13, 1959 (AC Deed Book 312:478). According to the city directories for Cumberland, William and Julia H. Davies continued to reside in the house until 1982. The house was rented to Leroy and Mary Beth Logsdon in 1983 and 1984 and was listed as vacant from 1985 to 1989. William and Lois Davies are listed as the current owners of 125 West Third Street (AC Tax Assessment 1993).

The following section of the property history pertains to 127 West Third Street. According to the city directories, Richard and Alice Davies resided at 127 West Third Street until 1929. Richard Davies died sometime around 1930. His widow, Alice, continued to live in the house with her children. Following her death in 1962, the children conveyed their interest in the property to their brother Clarence and his wife, Dorothy. In order to correct the spelling of Davis to Davies, a strawparty transaction between Clarence and Dorothy Davis and Peter J. Carpentieri, acting as trustee, was made (AC Deed Book 361:438;442).

On August 23, 1977, Dorothy Davies sold the house and lot at 127 West Third Street to Dorothy and Richard William Davies, Jr., for \$10 and the assumption of a \$5,000 mortgage, of which \$4,450.58 was due (AC Deed Book 495:708). According to the city directories, she continued to reside in the house until 1991. Dorothy and Richard William Davies, Sr., are listed as the current owners of 127 West Third Street (AC Tax Assessment 1993).

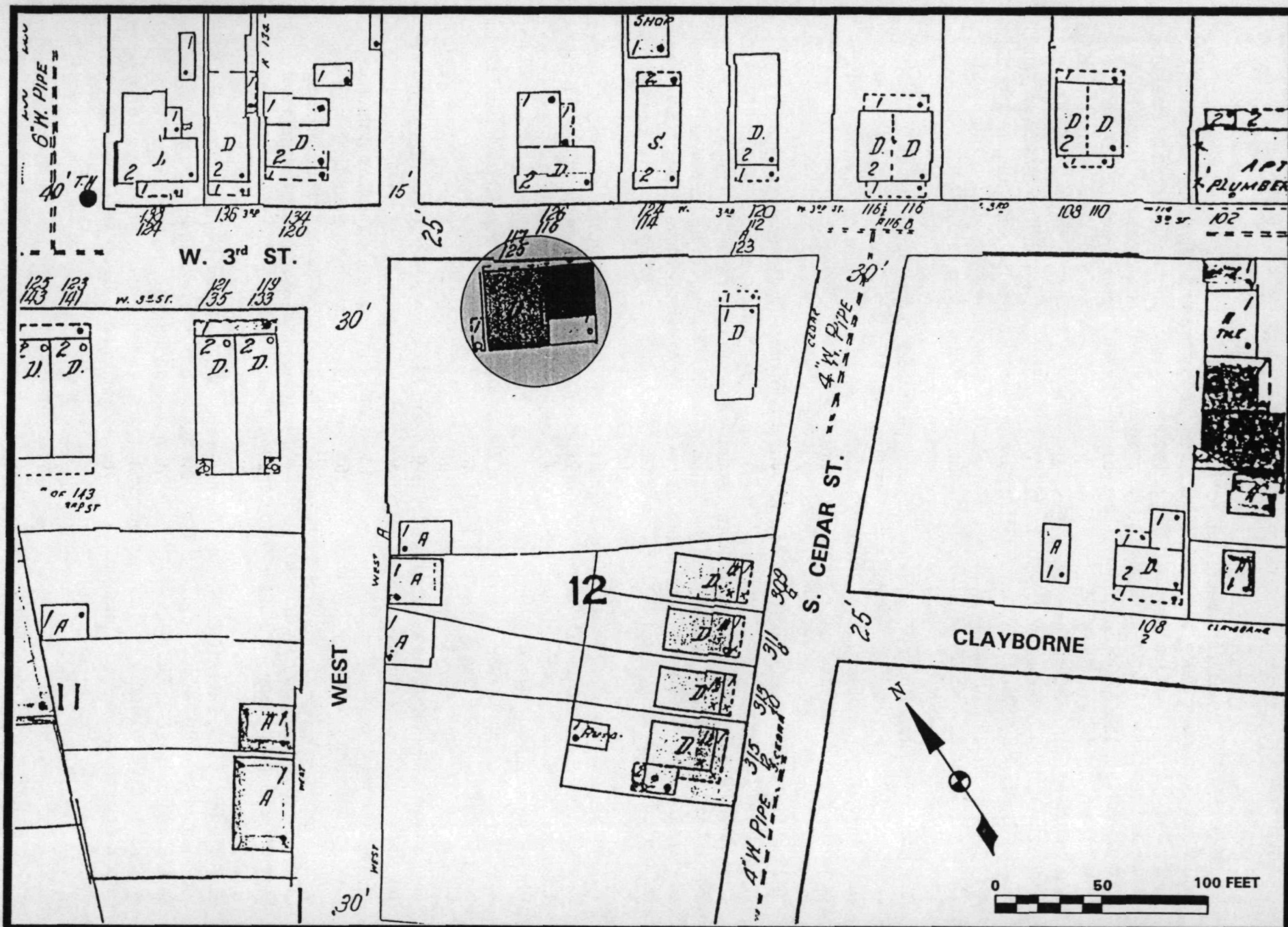


FIGURE 22: Plan of Historic Property No. 3, 1949

SOURCE: Sanborn 1949:20

2. Potential Cultural Resources

The Henry Shriver Farmhouse is an important example of an early small farm that predated the expansion of Cumberland. Based on information from the 1871 plat map of Shriver's Addition and the Sanborn maps, it appears that the house has not undergone extensive changes, with the exception of an addition to the south side of the frame portion and construction of a small porch on the west side of the brick portion. It is highly probable that undisturbed archeological deposits are present around the house and yard. These cultural resources may determine the date and sequence of construction for the house and identify activity areas surrounding the house.

D. HISTORIC PROPERTY NO. 4: STORE AND DWELLING, 521/523 VIRGINIA AVENUE

The store and dwelling at 521/523 Virginia Avenue is indicated as Historic Property No. 4 on Archeological Base Map Sheet 5 (Figure 23). This property, located in the Alternative 3 Corridor, was selected for additional historical research in order to explore its potential archeological significance within the context of late nineteenth-century industrial development in the South End of Cumberland. A summary of ownership for this property is provided in Table 2 (see Appendix A).

1. Property History

In 1865 William Walsh purchased a tract of land containing 119½ acres known as the "Resurvey on Shute's Request" from William L. Dunlop for \$4,000 (AC Deed Book 22:655). Upon his death in 1892, William Walsh's real estate was divided equally between his son, William E., and his daughter, Clara T. Walsh. In 1896, William E., his wife, Mary C., and his sister, Clara T. Walsh, sold Lot 9 of "Walsh's Addition" to Lucinda J. Earsom for \$500 (AC Deed Book 78:304).

Earsom purchased the 30x110-foot lot on Virginia Avenue in January, and by May of 1896 was assessed \$1,000 for a frame house she had built on the lot (AC Tax Record, District 4, 1875-1896:158). The 1897 insurance map (Figure 24) indicates that the structure was used as a boardinghouse (Sanborn 1897). By 1900, however, the two-story structure was described as a grocery with living quarters. James P. Earsom (age 43) was the owner, and his wife, Lucinda (age 40), and two sons, Ralph (age 15) and Herbert (age 9), completed the household (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1900:17B).

The 1904 (Figure 25) and 1910 insurance maps indicate that the Earsom property remained a grocery during this period (Sanborn 1904, 1910). When the Earsoms built the boardinghouse/grocery, their block had not yet been assigned house numbers. Circa 1904, the grocery became No. 197 Virginia Avenue. Until 1909 tax assessments consistently valued the lot and building at \$1,500 (AC Tax Record, District 4, 1896-1906:140; 1906-1909:230). However, in 1910 the tax assessment nearly doubled: the lot was assessed at \$1,050 and the dwelling and a storeroom were assessed at \$1,800 (AC Tax Record, District 4, 1910:248).

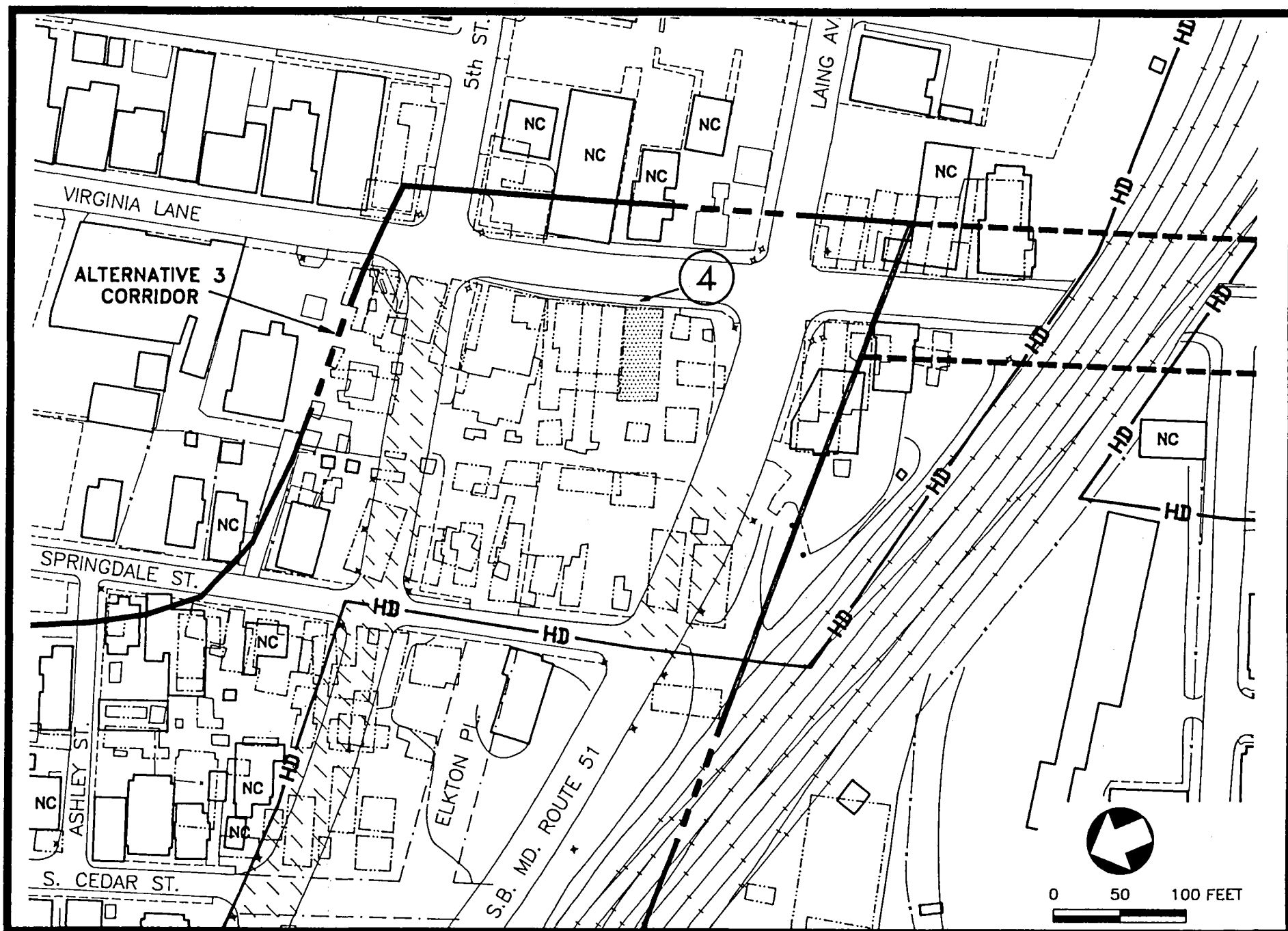


FIGURE 23: Predicted Location of Store and Dwelling, 521/523 Virginia Avenue

SOURCE: Archaeological Base Map Sheet 5

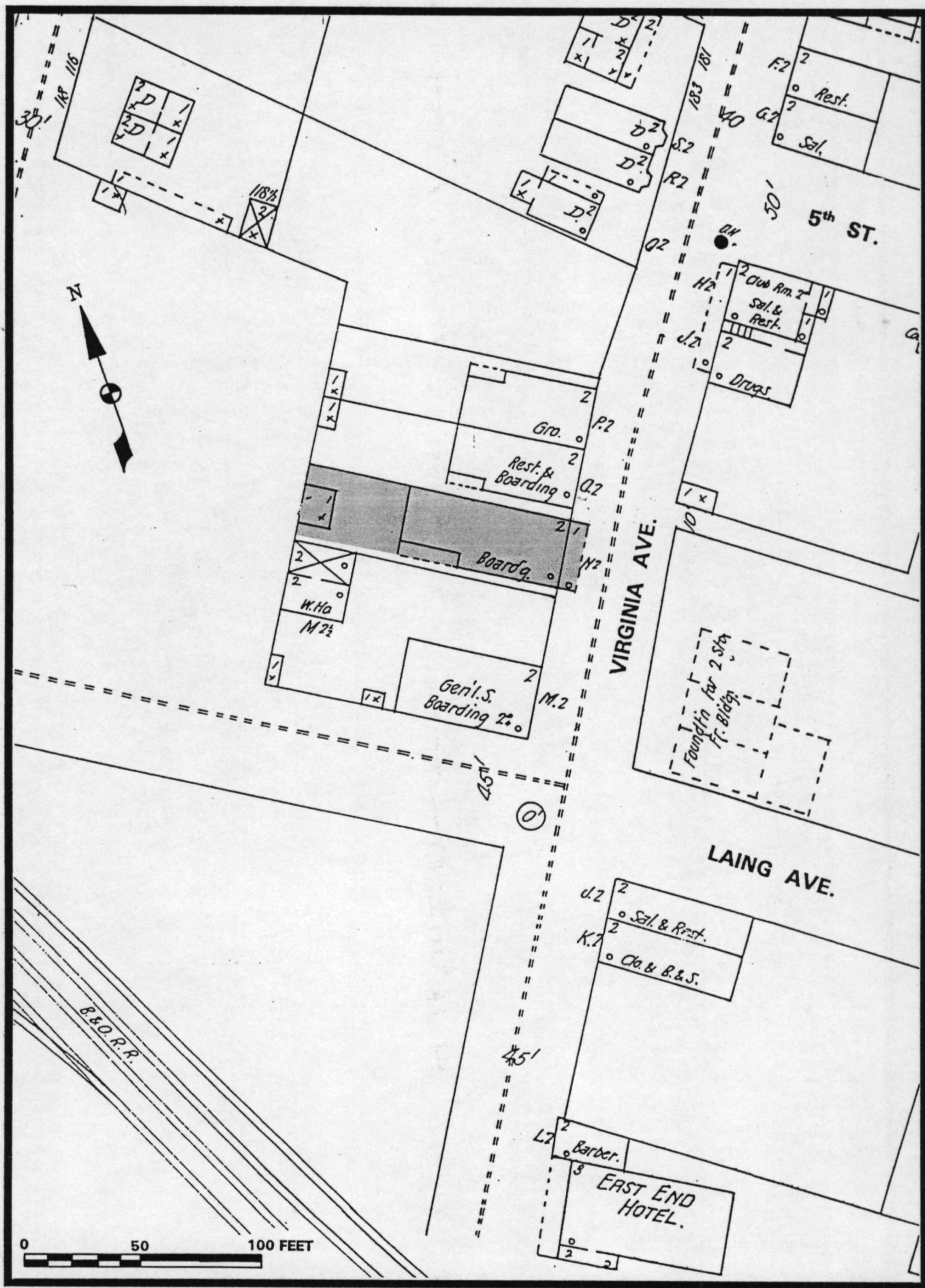


FIGURE 24: Plan of Historic Property No. 4, 1897

SOURCE: Sanborn 1897:19

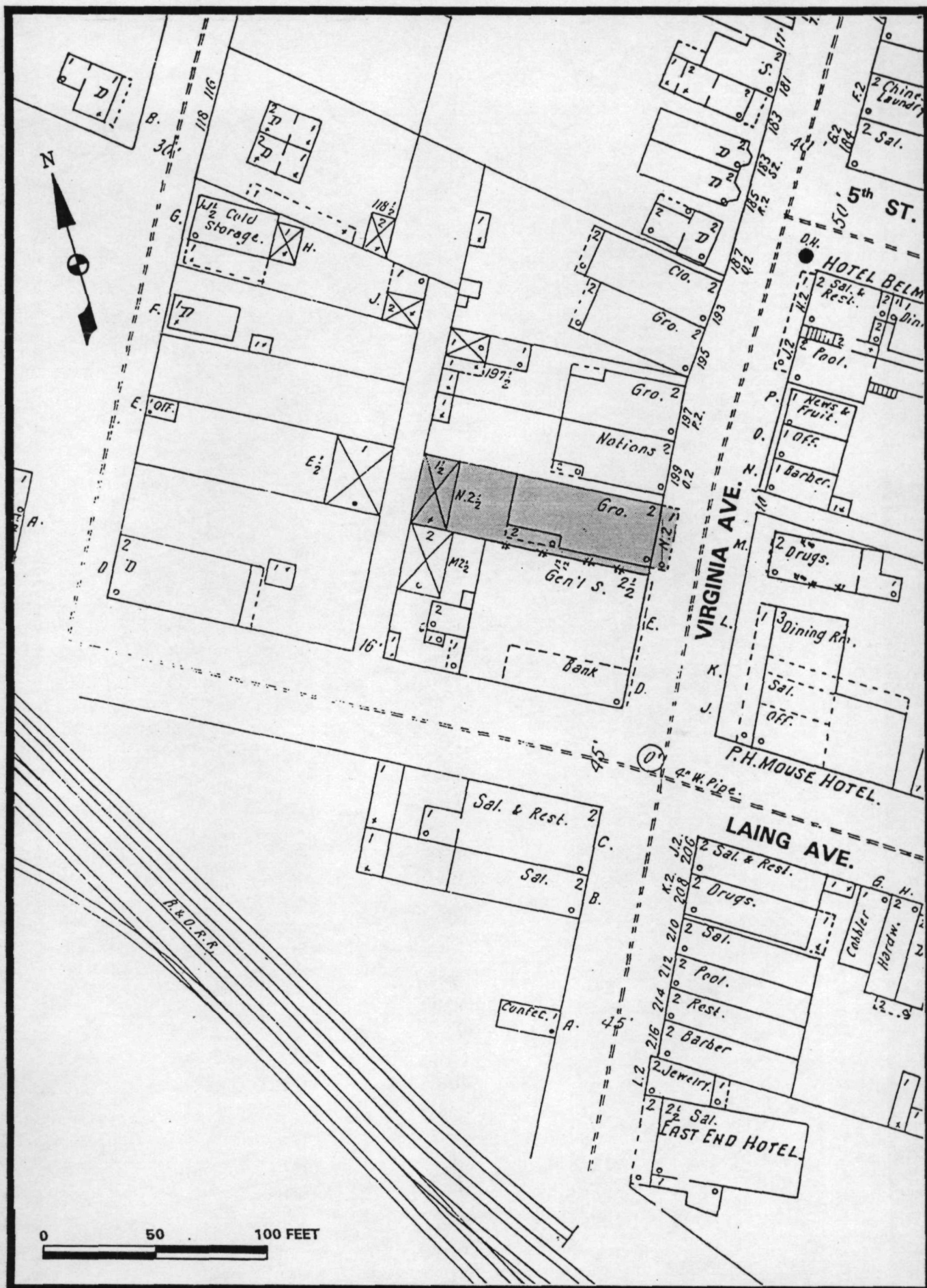


FIGURE 25: Plan of Historic Property No. 4, 1904

SOURCE: Sanborn 1904:19

Between 1910 and 1913 the house numbers along Virginia Avenue were changed and the Earsoms' grocery and residence became 516-518 Virginia Avenue (Polk 1913:134).

In 1910 James and Lucinda Earsom were in their fifties; their son, Ralph, 25, had married and was the father of an eight-month-old daughter. Their other son, Herbert, age 19, remained at home. Many of the Earsoms' neighbors were employed by the Glass Works (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1910:207).

In 1916 the Earsoms sold 516-518 Virginia Avenue to Mike and Julia Amodio for \$10. The Cumberland City Directory for 1917 indicates that Michael Amodio had a butcher shop a few doors down from the Earsom grocery where he also resided. The Earsom family continued to live at 516 Virginia Avenue but operated a restaurant at 606 Virginia Avenue (AC Deed Book 119:595; Polk 1917:78,188). In September of 1919, the Amodios sold 516 Virginia Avenue to Benjamin and John Divico for \$12,800 (AC Deed Book 129:256).

The Divico brothers emigrated from Italy in the early 1900s, and worked for the Pennsylvania Railroad in Ohio and Pennsylvania. In late 1919 Benjamin was discharged from the army. Relatives, who had already settled in Cumberland, induced the brothers to join them. Benjamin and John established a prosperous business, known as "Divico Brothers," retailing in grocery and meats at 516 Virginia Avenue (*An Italian Scrapbook* 1987: not paginated).

The 1921 insurance map (Figure 26) indicates the Divico Brothers store occupied 518 Virginia Avenue, while their residence was at 516 Virginia Avenue (Sanborn 1921). The federal census for 1920 indicates that the Divico household was comprised of John, age 44; Aide (also spelled Ida), age 31; their three children, Anna, 9, Julia, 2½, and Ermelinda, 2 months; and Benjamin, age 31, and his wife, Mary (also known as Ennis or Inez), age 23. Tenants, John McHugh, a retail coal merchant; his daughter, a nurse; his son, a railroad machinist; and a boarder, Walter Chambers lived at 516½ Virginia Avenue, almost certainly a part of the Divico property (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1920:246).

In the early 1920s, the 516-518 Virginia Avenue address was redesignated 521 for the Divico residence, 523 for the store, and 525 for the rental property (Polk 1923:216). Divico Brothers operated solely as a retail grocery until circa 1933, when a restaurant was added to the business. By 1939 the grocery business had been dropped (Polk 1933:634; 1939:745).

John Divico died in 1942, but the restaurant remained a Divico family business. John's daughter, Anna Pannone, managed the restaurant, which she called "Divicos Cafe," while her uncle, Ben, served as the bartender (Polk 1958:737). The restaurant closed in 1963 due to the illness and retirement of family members, but the Divicos have retained ownership of the property up to the present time. In 1964, the Alibi Lounge occupied No. 523 Virginia Avenue, but was replaced by a fraternal organization, the Improved Order of Redmen, Sioux Tribe No. 201, within two years. The Redmen remained at No. 523 until the 1980s. A succession of tenants occupied No. 521. The structure at 521-525 Virginia Avenue was torn down in 1987. A Kentucky Fried Chicken restaurant now occupies part of the lot (Polk 1966:134; 1986, 1993).

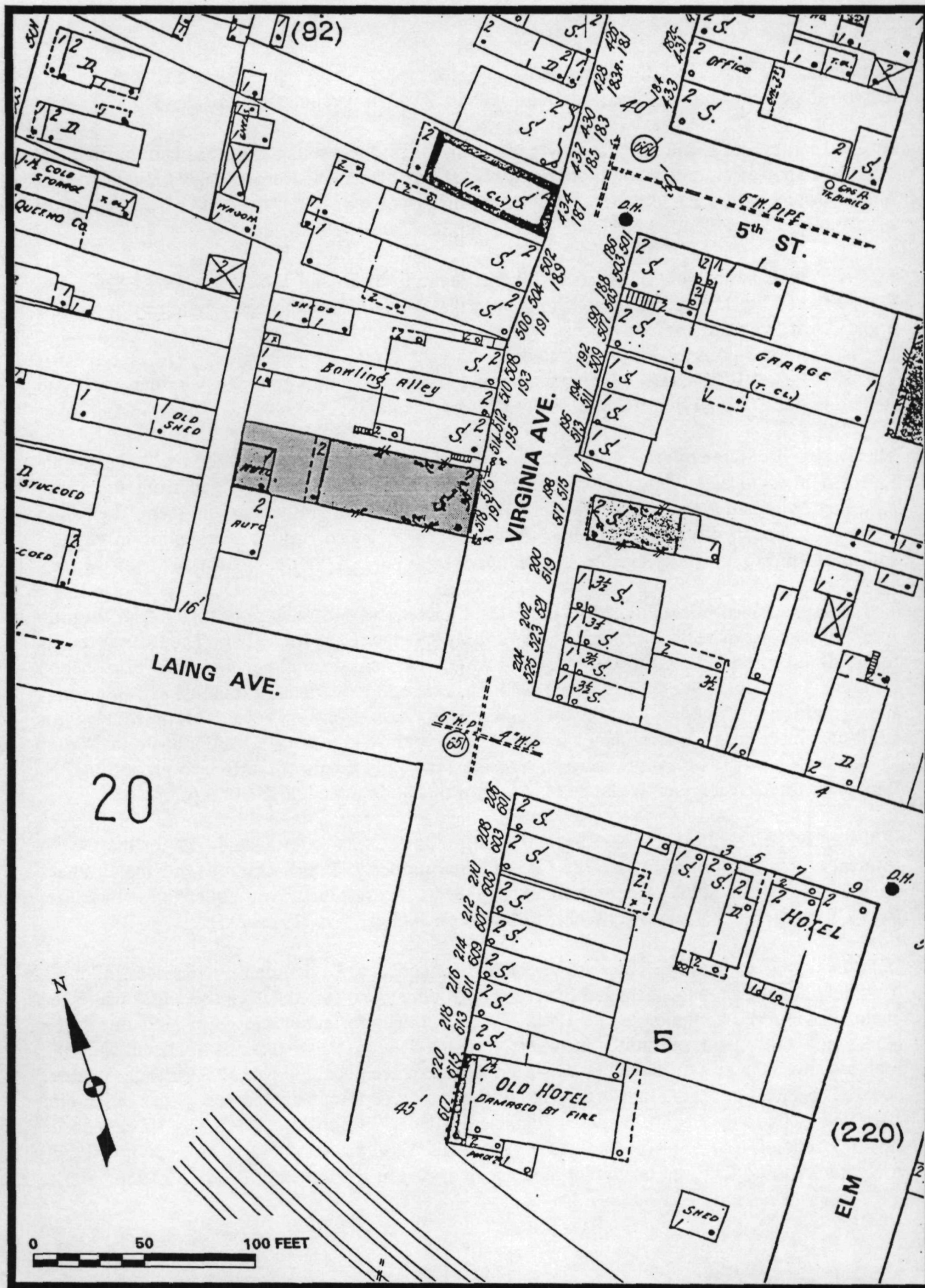


FIGURE 26: Plan of Historic Property No. 4, 1921

SOURCE: Sanborn 1921:23

2. Potential Cultural Resources

The building at 521-523 Virginia Avenue was established during the late nineteenth century as a boardinghouse. In 1900, the site was occupied by a grocery and residence. This land use continued throughout most of the twentieth century, with the addition of a restaurant in the late 1930s. Potential archeological remains on this property include yard area refuse related to the domestic occupation of the house in the twentieth century. Information offered by this type of assemblage is considered of minimum value.

E. HISTORIC PROPERTY NO. 5: GLASS WORKS

The Glass Works is indicated as Historic Property No. 5 on Archeological Base Map Sheet 5 (Figure 27). This property, located in the Alternative 3 Corridor, was selected for additional historical research in order to explore its potential historic archeological significance within the context of late nineteenth-/early twentieth-century industrial development in the South End of Cumberland, and also in order to pursue questions concerning potential hazardous waste deposition. A summary of ownership for this property is provided in Table 3 (see Appendix A).

1. Property History

In 1865 William Walsh purchased a tract of land containing 196½ acres known as the "Resurvey on Shute's Request" from William L. Dunlop for \$4,000 (AC Deed Book 22:655). Walsh gridded his South Cumberland real estate into streets and 562 building lots in 1894, in anticipation of the housing requirements of employees at the B&O railroad yards, then under construction. Walsh's development was known as "Walsh's Addition" (see Figure 16). Though nearly two miles from the center of Cumberland, this area became the city's fastest growing section during the 1890s (Kimberly 1908: not paginated).

In 1880 William and Mary Ann Walsh conveyed about two acres of land (with the privilege of a slip or tram road from the canal) to the Warren Glass Works Company of New York through their trustee, Josiah Porter. The transaction included a proviso that the tract would be used for a glass works and that the manufacturing commence within one year. The Warren Glass Works Company had the right to enlarge the buildings or build new ones as needed. They could not, however, erect any buildings for residential use or for use in any business except the manufacture of glass (AC Deed Book 53:577).

The Glass Works was completed within the required one-year period (Figure 28). The tax assessment for the property in April 1881 was \$6,200. This entry lists various items: frame building, \$2,250; brick stack, \$2,000; engine and boiler, \$900; machinery, \$200; tools, \$500; melting pots, \$250; two horses, \$60; and one buggy, \$40 (AC Tax Assessment, District 4, 1876-1895:304).

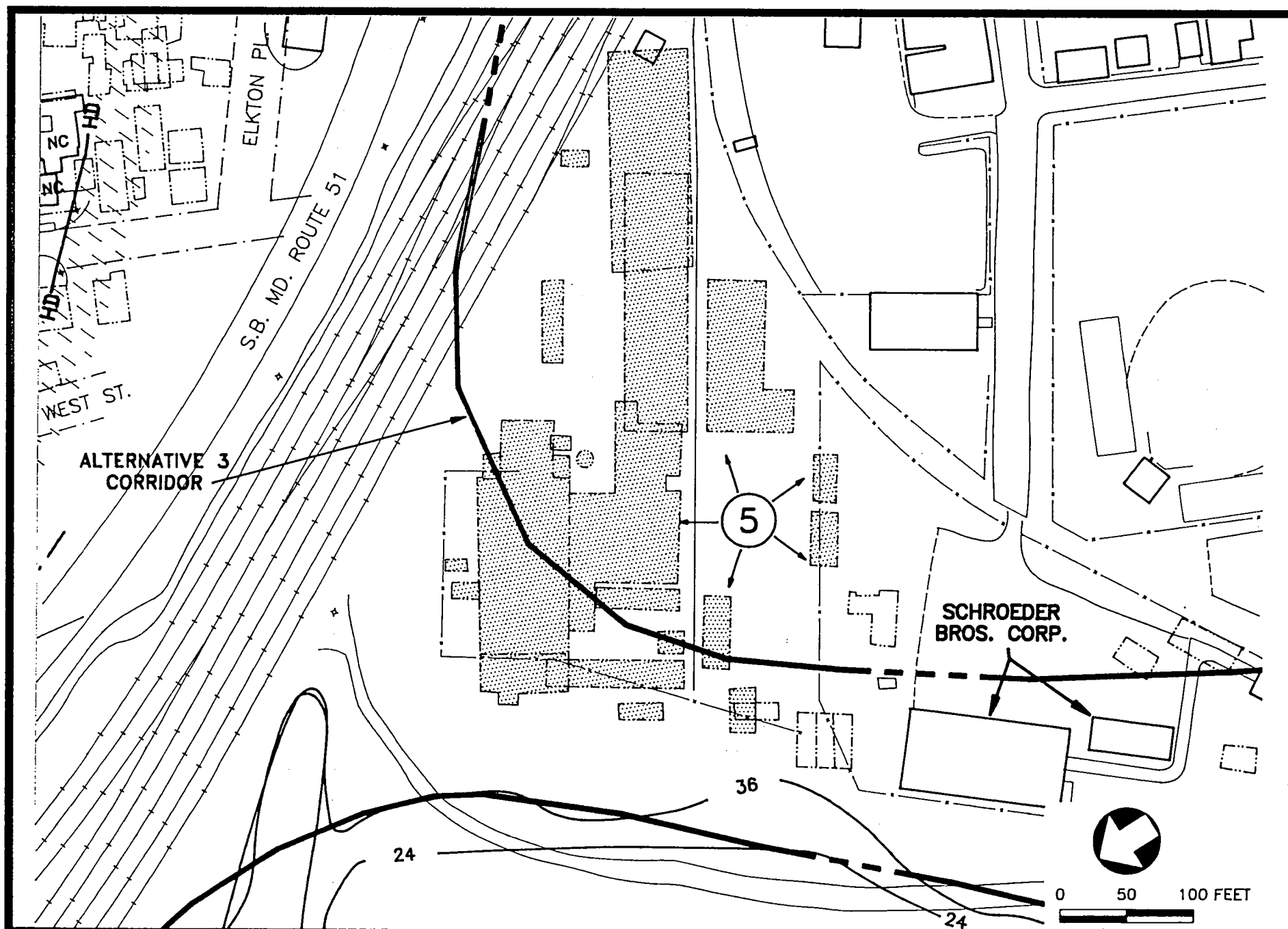


FIGURE 27: Predicted Location of Glass Works

SOURCE: Archaeological Base Map Sheet 5

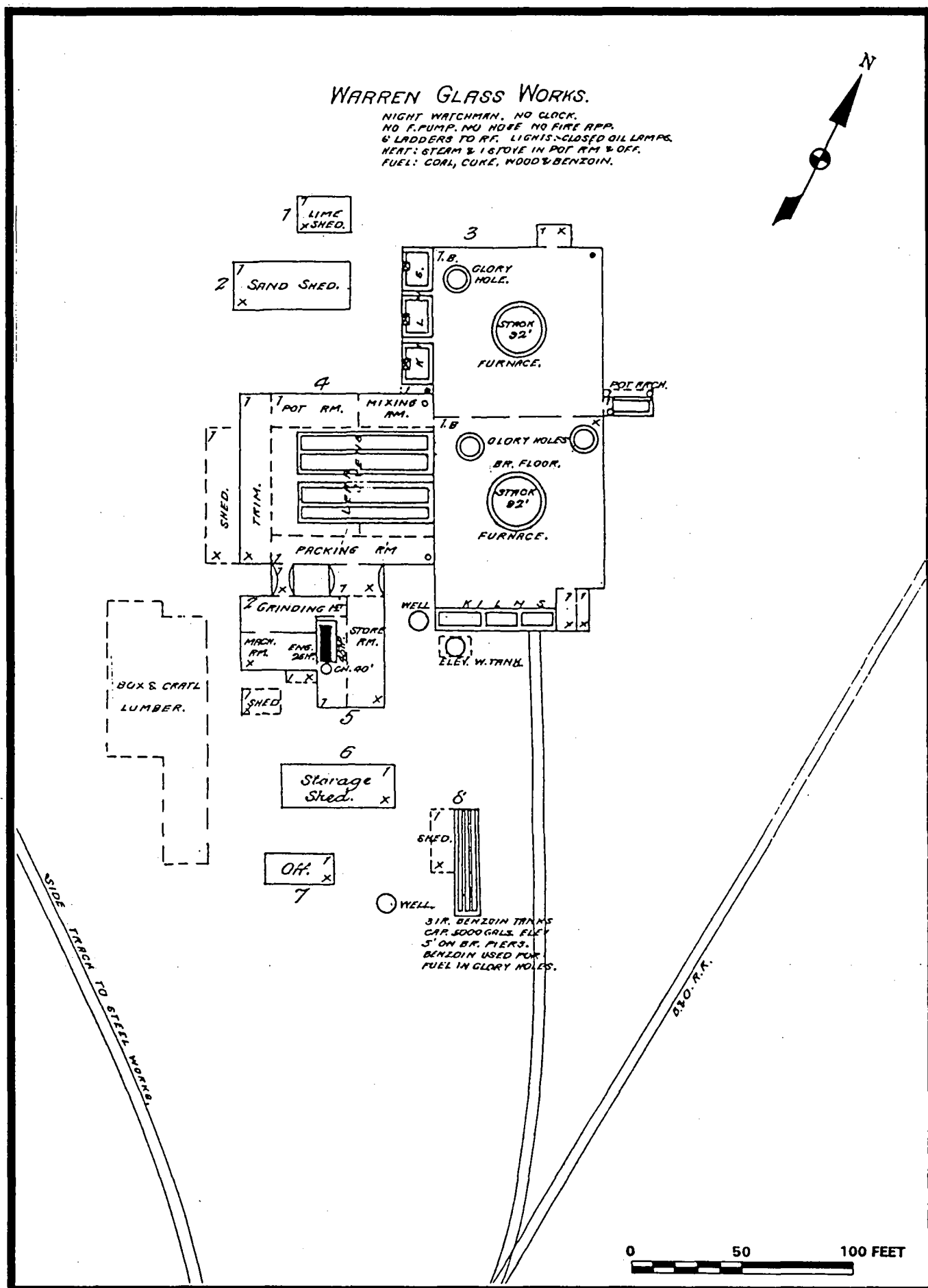


FIGURE 28: Plan of Historic Property No. 5, 1887

SOURCE: Sanborn 1887:15

It is believed that the Warren Glass Works produced high-quality lead crystal in limited quantities, but most of the glass produced at this works was made from the silica-lime-soda formula (Bishop 1976:11). This assertion is confirmed by the presence of a lime shed and a sand shed at the glass works in 1887; sand and lime being constituents of both lead and silica-lime-soda glass-making formulas (Sanborn 1887).

Circa 1888 Josiah Porter resigned as trustee, requesting that Louis P. Whiteman take his place. Within a short time Louis P. Whiteman assumed full ownership of the company (AC Deed Book 65:10, 65:44). In March of 1889, Frederick Mertens purchased the company from Louis P. and Elizabeth D. Whiteman for \$6,000 (AC Deed Book 66:410). Within a month, Mertens and six associates had formed a corporation called South Cumberland Glass Company, taking over the plant of the Warren Glass Works. The new company switched to the manufacture of bottles (Bishop 1976:21). The seven managing directors of South Cumberland Glass were Arthur H. Amick, Frank A. Blaul, Frederick Mertens, William M. Mertens, Asahel Willison, Frisby L. Tilghman, and Robert H. Henderson (AC Certificate of Incorporation 1:93).

In 1890 the Board of Directors voted to change the company's name to the Queen City Glass Company (AC Certificate of Incorporation 1:141). Queen City Glass produced flint glass bottles for beer, soda, pickles, catsup, and candy, and vials for pharmaceuticals. They employed between 150 and 225 men and shipped their bottles all over the country. The glass works was situated on the B&O Railroad and had side-track connections with the Pennsylvania Railroad and West Virginia Central Railroad (Bishop 1976:22-23; Griffin 1899: not paginated) (Figure 29).

Frederick, William M., Henry F., and John H. Mertens acquired 3.2 acres of land adjacent to the glass works from William E. Walsh in 1892 (AC Deed Book 73:26). The expansion of the complex is reflected in the 1896 tax record, in which the glass works were assessed at \$15,000. The glass works included five acres of land between the canal and railroad, valued at \$3,000; factory and other buildings, valued at \$6,000; average stock in trade (bottles and crude material), valued at \$5,000; and molds, tools, and machines, valued at \$1,000 (AC Tax Record, District 4, 1896-1906:404 [vol. 1]).

Frederick, William M., John H., and Henry F. Mertens formed a partnership and traded as F. Mertens' Sons. In February 1909 they purchased Queen City Glass Company for \$5 (AC Deed Book 104:230). Shortly thereafter, they formed a corporation called Eastern Glass Company, which was to manufacture glass and glass products. The five directors of the new corporation were William S. Breeden, John W. Breeden, John A. Cupler, William M. Mertens, and John H. Mertens. The amount of capital stock was \$25,000 divided into 250 shares at \$100 per share (AC Certificate of Incorporation 5:98). A few days later, Frederick, William M., John H., and Henry F. Mertens sold the two-acre parcel of land containing the glass works to the newly formed Eastern Glass Company for \$30,000 (AC Deed Book 104:249) (Figure 30). Initially, Eastern Glass continued the same line of products as its predecessor, Queen City Glass. However, Eastern Glass soon switched from bottle making to a general line of stemware and tumblers (Bishop 1976:37).

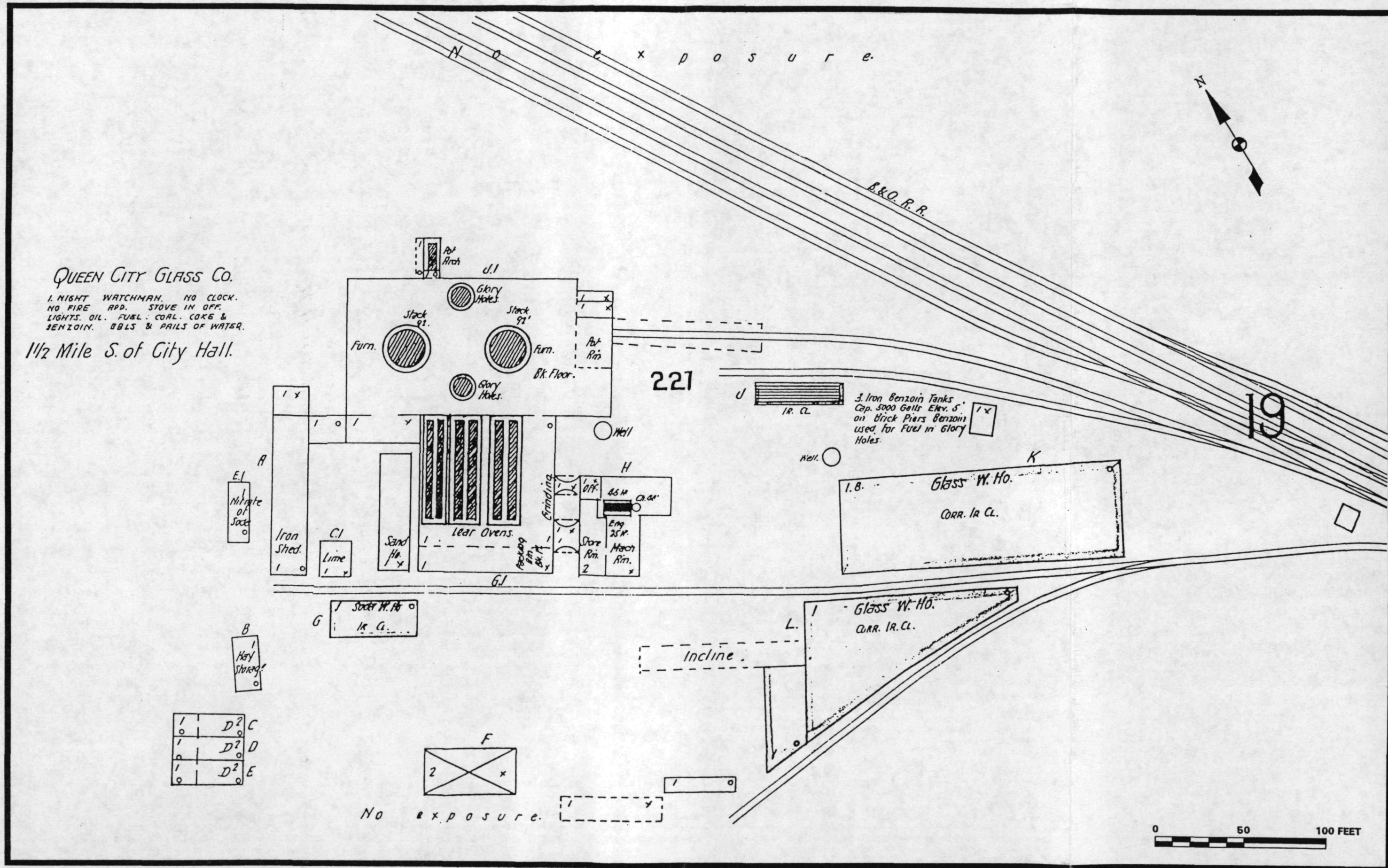


FIGURE 29: Plan of Historic Property No. 5, 1897

SOURCE: Sanborn 1897:16

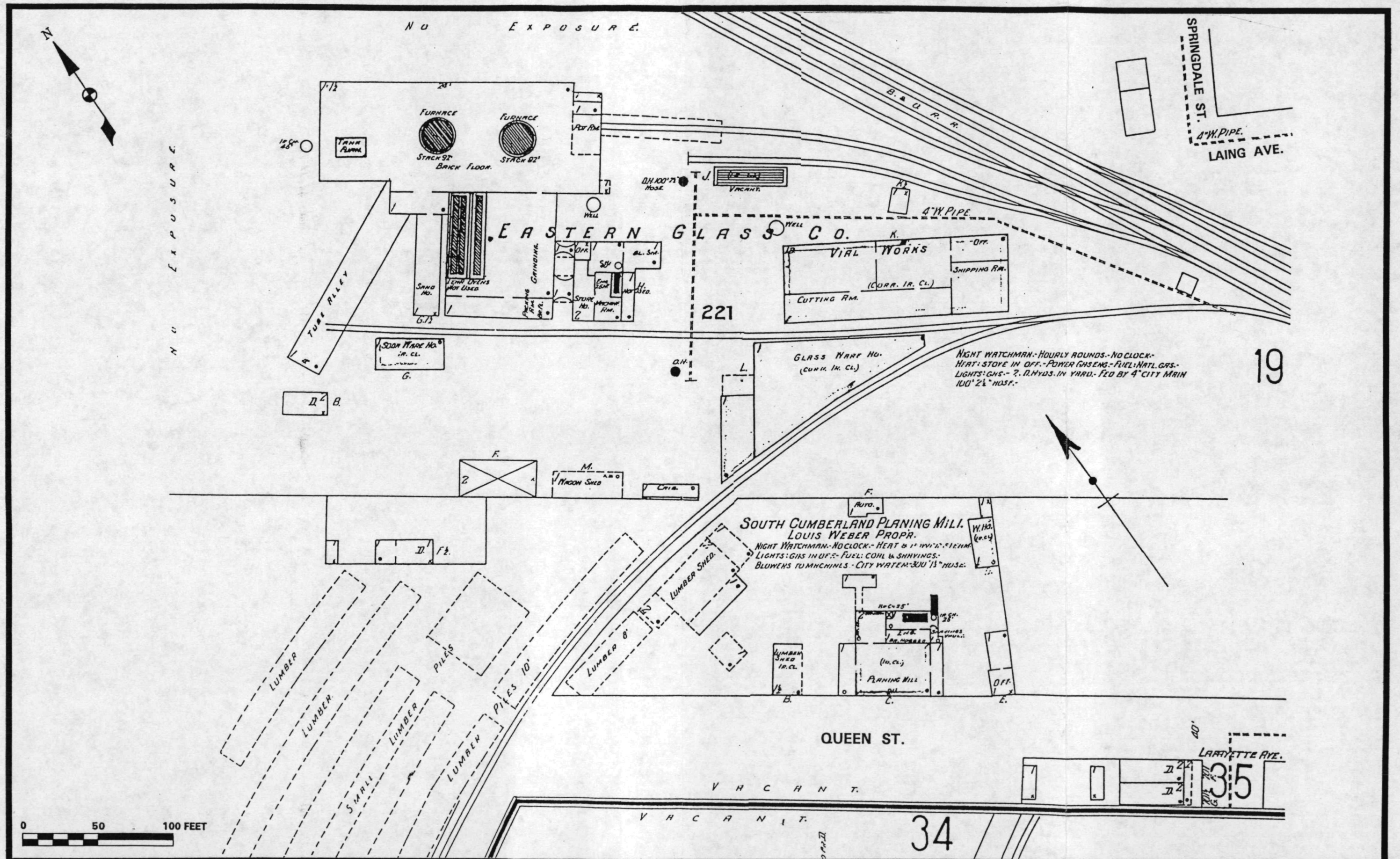


FIGURE 30: Plan of Historic Property No. 5, 1910

SOURCE: Sanborn 1910:19

The Eastern Glass Company works was completely destroyed by fire on August 7, 1913. Arson was suspected. The fire occurred during a temporary shut-down of the works to install new machinery, and no furnaces were fired. The firemen were handicapped by low water pressure and focused their attention on a nearby dwelling house, owned by Frederick Mertens, and the adjacent South Cumberland Planing Mill. The Eastern Glass Company sustained a loss estimated at \$50,000, which was only partially covered by insurance. Frederick Mertens and his sons declared bankruptcy (Bishop 1976:37-38).

In 1918, F. Brooke Whiting purchased the abandoned glass works at foreclosure sales. He paid \$7,000 for the two-acre parcel and \$4,000 for the adjoining three-acre parcel (AC Deed Book 123:437, 439). The Maryland Glass Company was formed in September of 1918 with seven directors, John P. Schellhaus, James M. Conway, Henry J. Glick, John H. Glick, George L. Eppler, Louis G. Kortright, and I. Blaine White, and \$50,000 in capital stock (AC Certificate of Incorporation 5:537). F. Brooke Whiting sold the five-acre glass works site to the Maryland Glass Company in November of 1919 (AC Deed Book 131:1). The following month, a portion of the tract was sold to the South Cumberland Planing Mill Company (AC Deed Book 134:328).

The Maryland Glass Company built their glass works in the same location as the former Eastern Glass plant. The new buildings were constructed of brick. Maryland glass produced blown flint glassware, goblets, tumblers, and other table items with cut and polished, etched and engraved decorations. Other items included vases, console sets with candlesticks, sandwich trays, cheese and cracker sets, pitchers, creamers, and sugar bowls. Maryland Glass products were sold in such stores as Hutzlers, Wanamakers, Strawbridge & Clothier, Gimbels, and Miller & Rhodes (Bishop 1976:49).

In January of 1920 the capital stock was increased from \$50,000 to \$150,000 in order to finance the purchase of additional land. In 1923 the capital was further increased to \$250,000 to finance the continued expansion (Figure 31). During this period, Maryland Glass employed up to 250 men (Bishop 1976:49-50). With the onset of the Great Depression, sales of the company's products decreased rapidly. In 1934, the capital stock par value was decreased from \$100 to \$25 per share (Bishop 1976:50). The company's demise was blamed on F. Brooke Whiting, the company vice-president, who lacked experience in the glass business. The plant closed with an inventory of finished products worth \$96,000. Railcars full of glassware were sold to Gimbels at prices far below cost. Several stockholders were forced into bankruptcy (Bishop 1976:50).

Though no glass was manufactured at this location after 1935, the process of cutting and decorating glass continued in the same space. This enterprise was carried on by Louis G. Kortright and Mortimer M. Nehring, former supervisors in the cutting department of the Maryland Glass Company (Bishop 1976:84). In 1937 F. Brooke Whiting and James Conway assumed Maryland Glass Company's debt and acquired the defunct glass works at a foreclosure

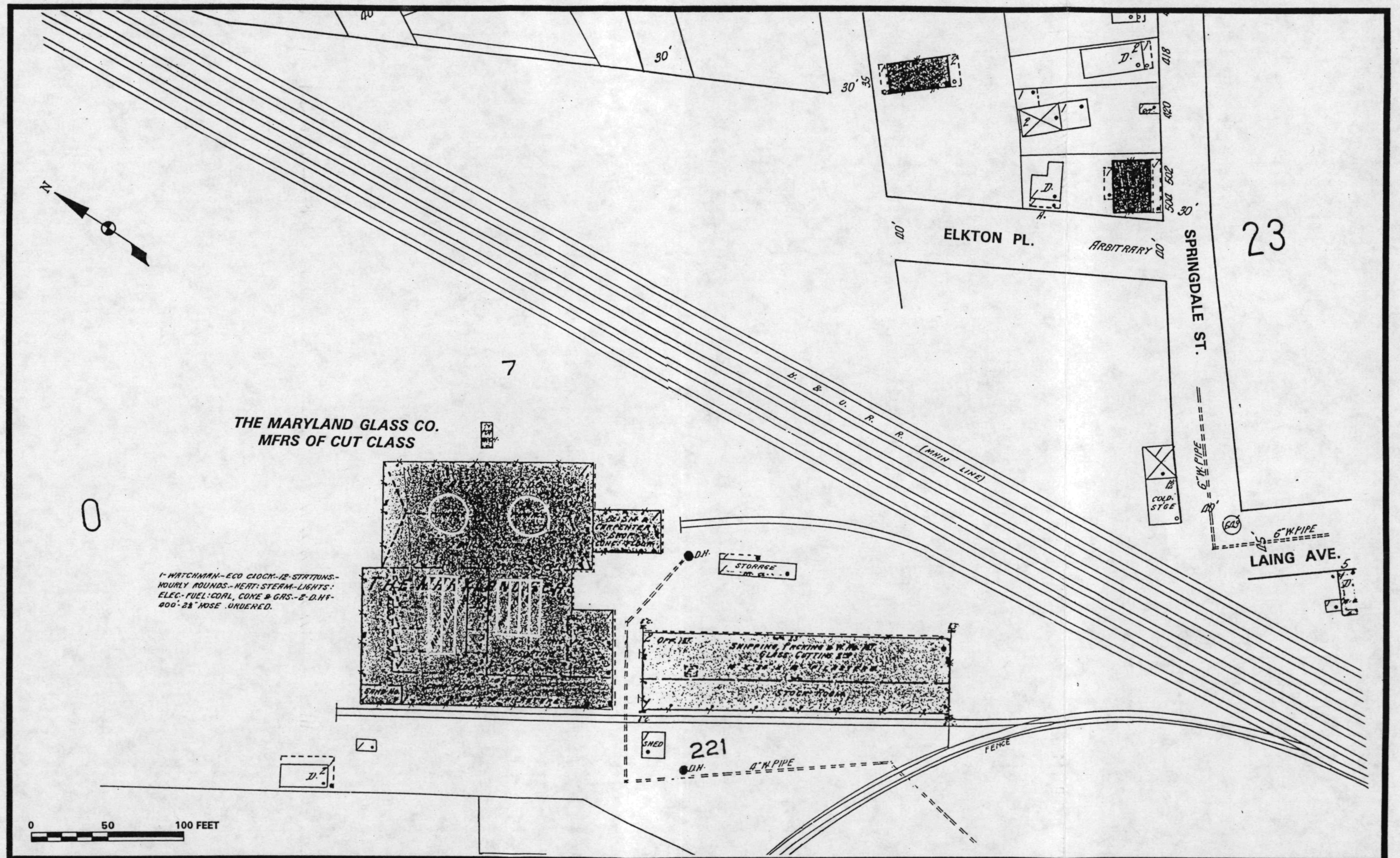


FIGURE 31: Plan of Historic Property No. 5, 1921

SOURCE: Sanborn 1921:20

sale for \$40,000 (AC Deed Book 178:522). Two months later, Louis G. Kortright, Mortimer M. Nehring, and Raymond S. Weaver incorporated as Kortright, Nehring and Weaver, Inc. (AC Certificate of Incorporation 8:78). They purchased plain glassware from the Cumberland Glass Company and other factories in nearby West Virginia. The glass decorating business rented space in the former Maryland Glass Works and remained in operation until 1960 (Bishop 1976:84).

Whiting and Conway also rented out part of the glass works to the Van Meter Poultry Company for a processing plant. In 1947 the tract containing the former glass works was sold to Wilson H. and David P. VanMeter so that Whiting and Conway could pay off the balance of their debt (AC Deed Book 217:455,577). The 1949 insurance map indicates that two of the three most substantial buildings of the former Maryland Glass Company complex were lying vacant (Sanborn 1949) (Figure 32).

The VanMeters sold the glass works property to the Real Estate and Development Company of Baltimore City in 1951. The property was transferred to the B&O Railroad Company in 1958. In 1957 the B&O Railroad acquired another section of the former Maryland Glass Works which had earlier been sold to the South Cumberland Planing Mill (AC Deed Books 237:65, 284:439, 310:417).

2. Potential Cultural Resources

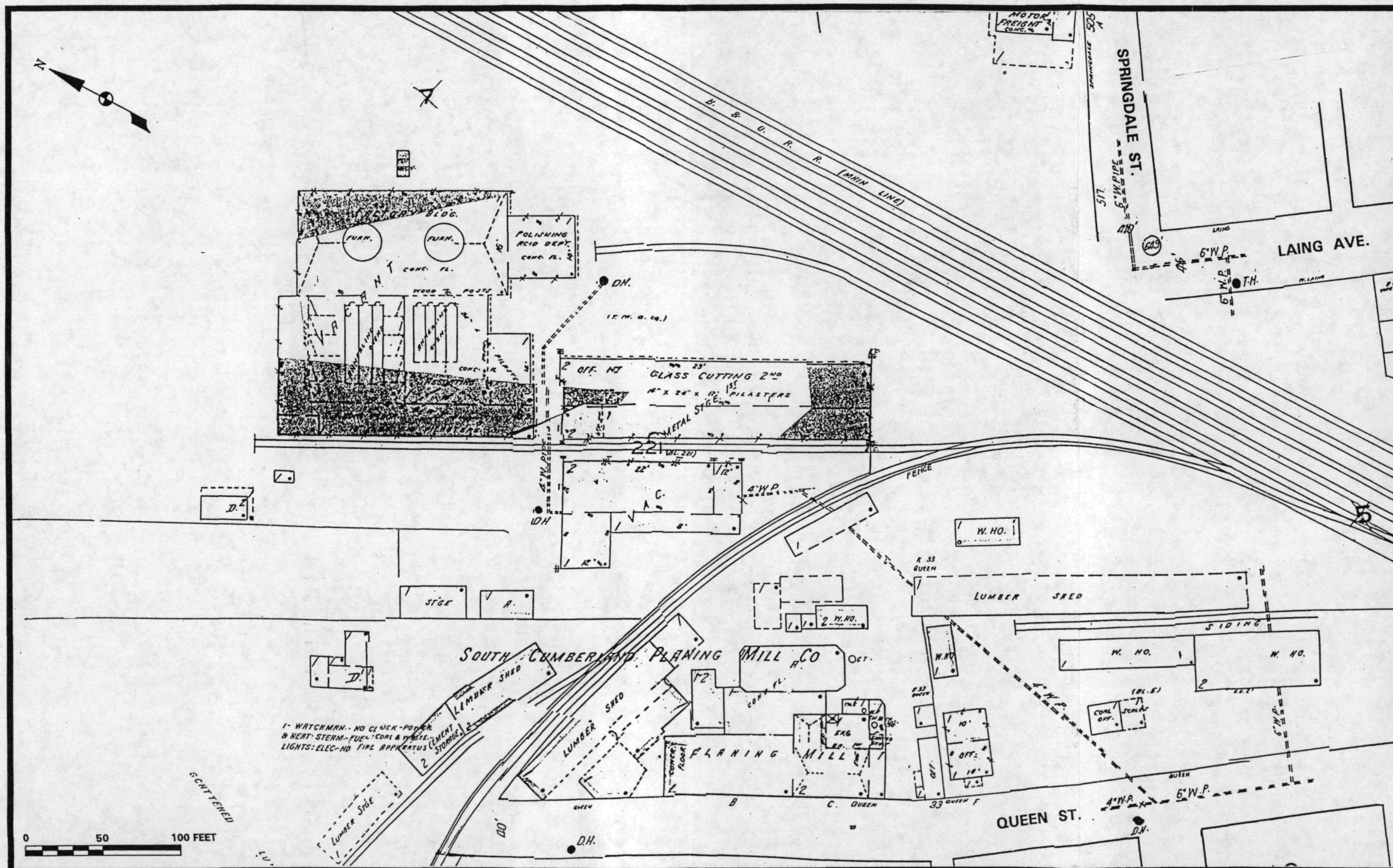
Glass was manufactured at the site of the Warren, South Cumberland, Eastern, or Maryland glass works from approximately 1880 until the mid 1930s. Products included a variety of items for domestic consumption. The archeological potential associated with this property stems from the information to be derived on technology and spatial organization of the manufacturing process for glassware that might contribute to the study of industrial archeology. However, because lead-crystal glassware was produced at this factory location, the archeological potential for this property might be compromised by the presence of hazardous materials.

F. HISTORIC PROPERTY NO. 6: TAYLOR TIN MILL

The Taylor Tin Mill is indicated as Historic Property No. 6 on Archeological Base Map Sheet 5 (Figure 33). This property, located in the Alternative 3 Corridor, was selected for additional historical research in order to explore its potential historic archeological significance within the context of late nineteenth-century industrial development in the South End of Cumberland, and also in order to pursue questions regarding potential hazardous waste contamination. A summary of ownership for this property is provided in Table 4 (see Appendix A).

1. Property History

The area containing Historic Property No. 6, the Taylor Tin Mill, was included in a patent for 196½ acres called "Resurvey on Shutes Request" surveyed in 1802 (AC Deed Book R:309). This tract originally formed part of "Shutes Request," patented to Dr. David Ross in 1762



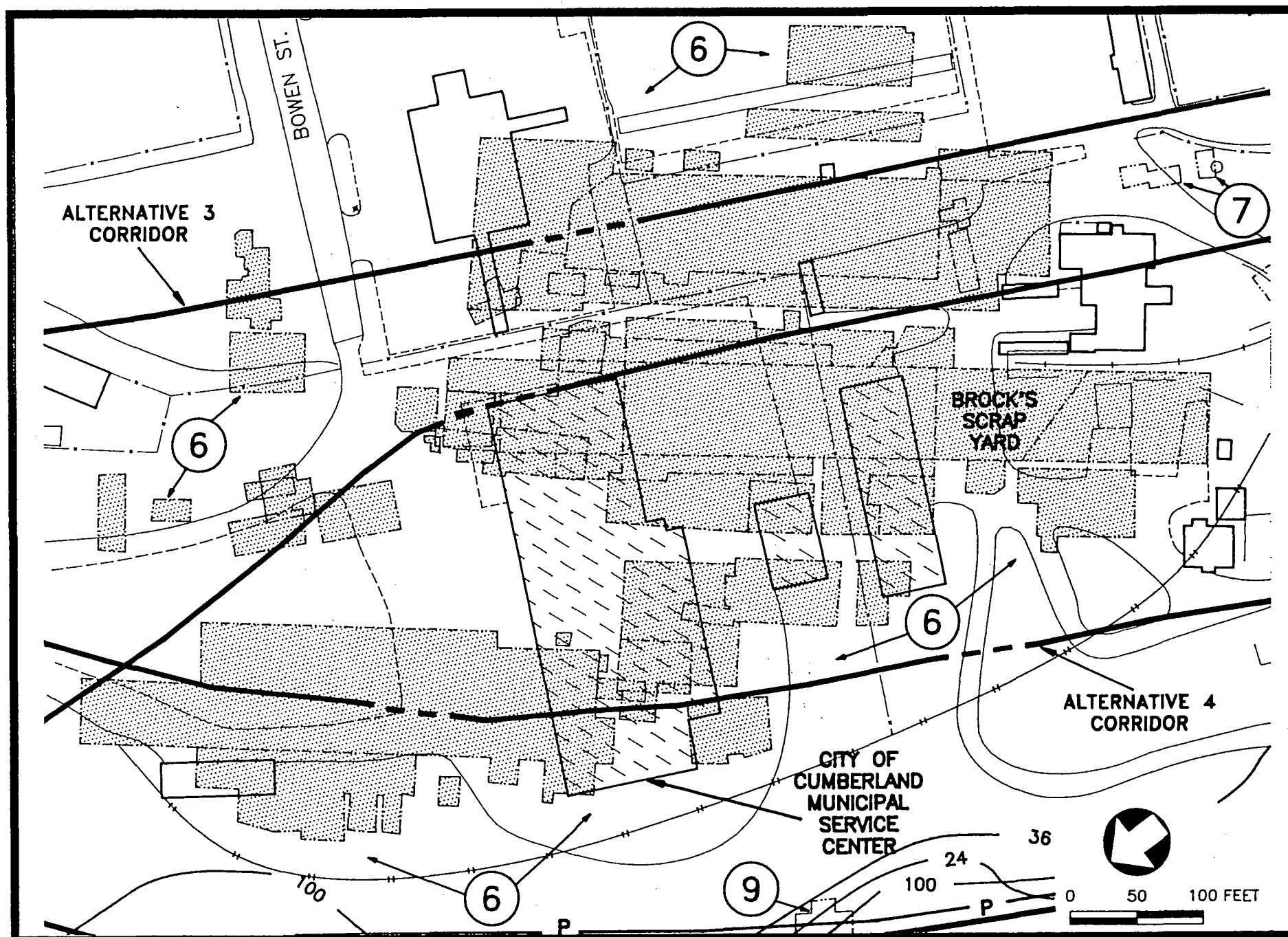


FIGURE 33: Predicted Location of Taylor Tin Mill Complex

SOURCE: Archaeological Base Map Sheet 5

(Shaffer 1936:13). Ross, a resident of Georgetown, had made his fortune in iron manufacturing. He took up many patents in Allegany County.

The Resurvey on Shutes Request was acquired by Elizabeth Dick, a wealthy resident of Georgetown, in the early nineteenth century. In 1838 Dick sold 75 acres of her Cumberland property to the C&O Canal Company. Nine years later she sold two acres of land to the B&O Railroad Company for a right-of-way (AC Deed Books W:262; 3:367). In 1857 Elizabeth Dick conveyed the remaining 119½ acres of Resurvey on Shutes Request to her nephew, William L. Dunlop, in trust for him to sell (AC Deed Book 16:109).

In 1865 William Walsh bought the entire 119½-acre tract for \$4,000 (AC Deed Book 22:655). Walsh gridded his South Cumberland real estate into streets and 562 building lots in 1894, in anticipation of the housing requirements of employees at the B&O railroad yards, then under construction. Walsh's development was known as "Walsh's Addition" (see Figure 16). Though nearly two miles from the center of Cumberland, this area became the city's fastest growing section during the 1890s (Kimberly 1908: not paginated).

Even before Walsh's Addition had been platted, other industrial plants had chosen to locate in this section of South Cumberland close to the railroad and canal. The first of these industries was the Cumberland Cast Steel Manufacturing Company, built on a 10-acre site bordering the C&O Canal and King Street in 1873. Walsh's conveyance to the company specified that a steel or iron works valued at \$30,000 must be built within two years. In addition, the agreement stipulated that no more than one dwelling and a coal-loading wharf on the canal were to be constructed (AC Deed Book 40:84). Cumberland Cast Steel was organized by two Scottish entrepreneurs, McLeod W. Thompson and James W. Paxton, and capitalized at \$45,000 (AC Tax Record, District 6, 1867-1875:172). Production of structural steel in open hearth furnaces was begun within two years; the plant had a capacity of 12,000 pounds of cast steel per day (Scharf 1968:1433) (Figure 34).

Between 1884 and 1917, the steel works underwent a number of changes in ownership, as well as mergers and buyouts. The firm was transferred to the Crown and Cumberland Steel Company in 1884, and then, by court order (AC, Circuit Court Equity Case # 3887), was sold to the Cumberland Steel and Tin Plate Company in 1892 (AC Deed Books 61:206, 72:103 and 85:59). Eight years later this firm was split into three separate entities: the Crucible Steel Corporation of America, Maryland Tin Plate Company, and The American Tin Plate Company (AC Deed Books 87:421, 88:203). Crucible Steel became Maryland Sheet and Steel Company in 1901, which then absorbed Maryland Tin Plate Company in 1910 (AC Deed Books 88:679, 106:42). American Tin Plate Company evolved into the Maryland Rail Company in 1901 and then became The United States Rail Company in 1910 (AC Deed Book 106:403; AC Tax Record, District 4, 1896-1906:19).

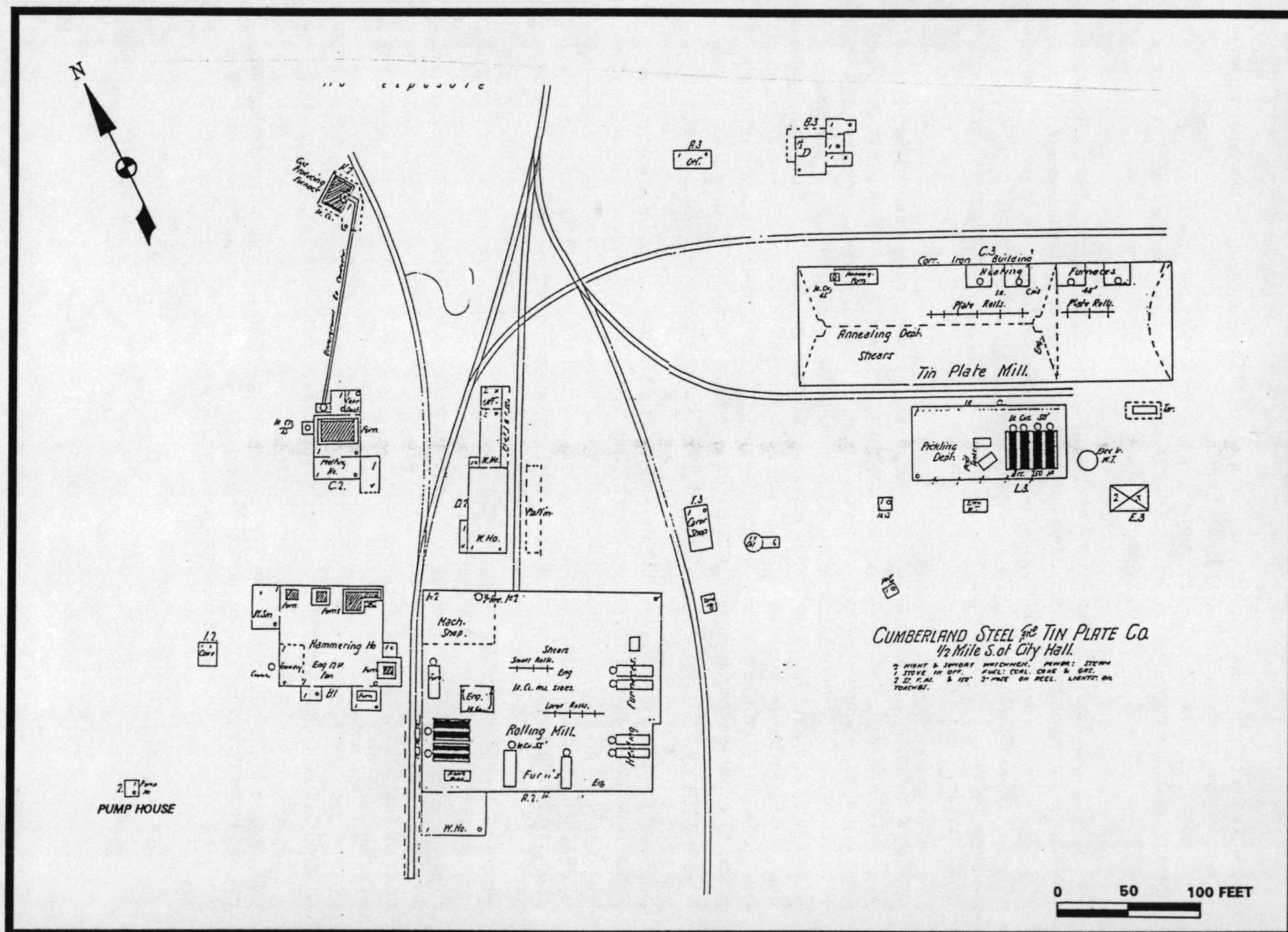


FIGURE 34: Plan of Historic Property No. 6, 1897

SOURCE: Sanborn 1897:20

The surviving corporate entities, Maryland Sheet and Steel Company and The United States Rail Company were transferred to N & G Taylor Company, Inc., in 1917 and 1918, respectively (AC Deed Books 121:357, 123:700). In reality, the N & G Taylor Company had been the owner and operator of the entire steel works since 1900 and was responsible for the break-up of Cumberland Steel and Tin Plate Company.

The Cumberland Steel and Tin Plate Company played a significant role in the industrial character of the region by introducing tin plating as a component of its production line. Tinplate was rapidly becoming an important industrial and commercial item in the 1890s. Tin added corrosion resistance, solderability, and ductility to the strength and formability of steel. In addition, because tin is nontoxic, it is well suited to food containerization (*Encyclopaedia Britannica* 1982:429).

Finding a commercial niche in tinplate, the steelworks were employing about 500 workers by 1893 (Stegmaier et al. 1976:220). Despite the constant change in corporate identities, the plant continued to expand, adding two black plate mills and a bar mill in the decade from 1897 to 1910 (see Figure 34; Figure 35). Expansion continued through the next decade as well, creating a labor force of almost 1,000 workers in the early 1920s (Stegmaier et al. 1976:314). By this time, N & G Taylor had bought up an additional 5 acres to both the north and south of the plant core, for a total plant size of nearly 15 acres (Figure 36). One of the consequences of this final period of expansion was the eviction of families on King Street and the demolition of their homes, including Historic Property No. 7, the dwelling at 217 King Street.

Beginning in the mid to late 1920s, the effects of the firm's lack of investment in new equipment began to be felt. The inefficient open hearth furnaces and bar mill were shut down, adding hundreds to the unemployment rolls at the dawn of the Depression. (Stegmaier et al. 1976:378). By the 1930s, old processes and machinery had marginalized N & G Taylor's operations. Though retaining the old name, Republic Steel Corporation had bought the plant in the mid-thirties, and when efforts to unionize the plant erupted in 1936 and 1937, Republic Steel shut the plant permanently (Stegmaier et al 1976:379).

With the 1940s came the dismantling of the steelworks, while the 1950s and 1960s witnessed the establishment of a new cycle of commercial enterprises. Presently the site of Historic Property No. 6 is occupied by a scrap and salvage yard, trucking terminals, and a natural gas metering station.

2. Potential Cultural Resources

Consisting of a dozen major industrial structures and dozens of ancillary buildings and features, Historic Property No. 6 has the potential to yield significant archeological resources. There remains a high probability of at least partial integrity to several of the subsurface foundations.

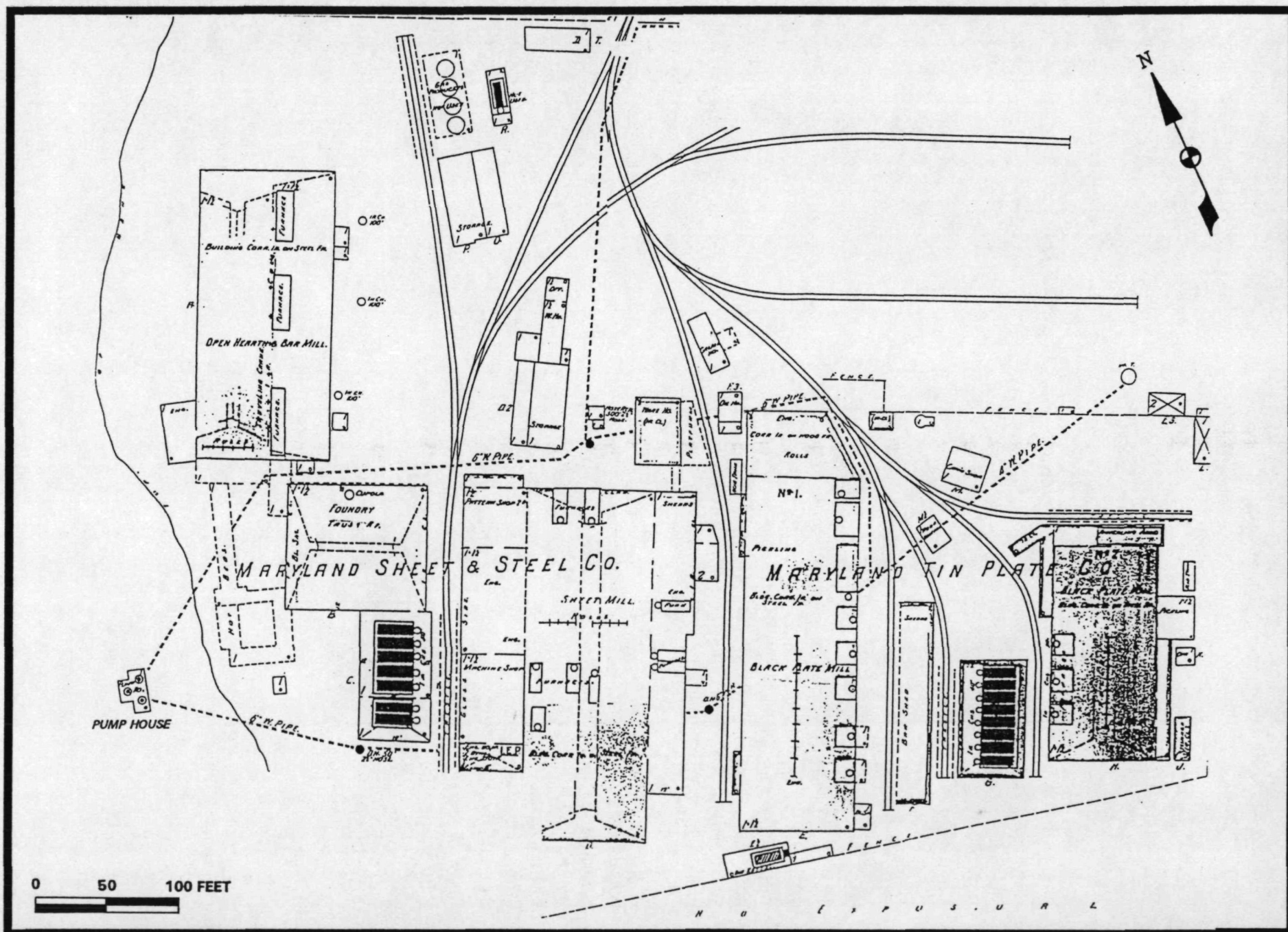


FIGURE 35: Plan of Historic Property No. 6, 1910

SOURCE: Sanborn 1910:34

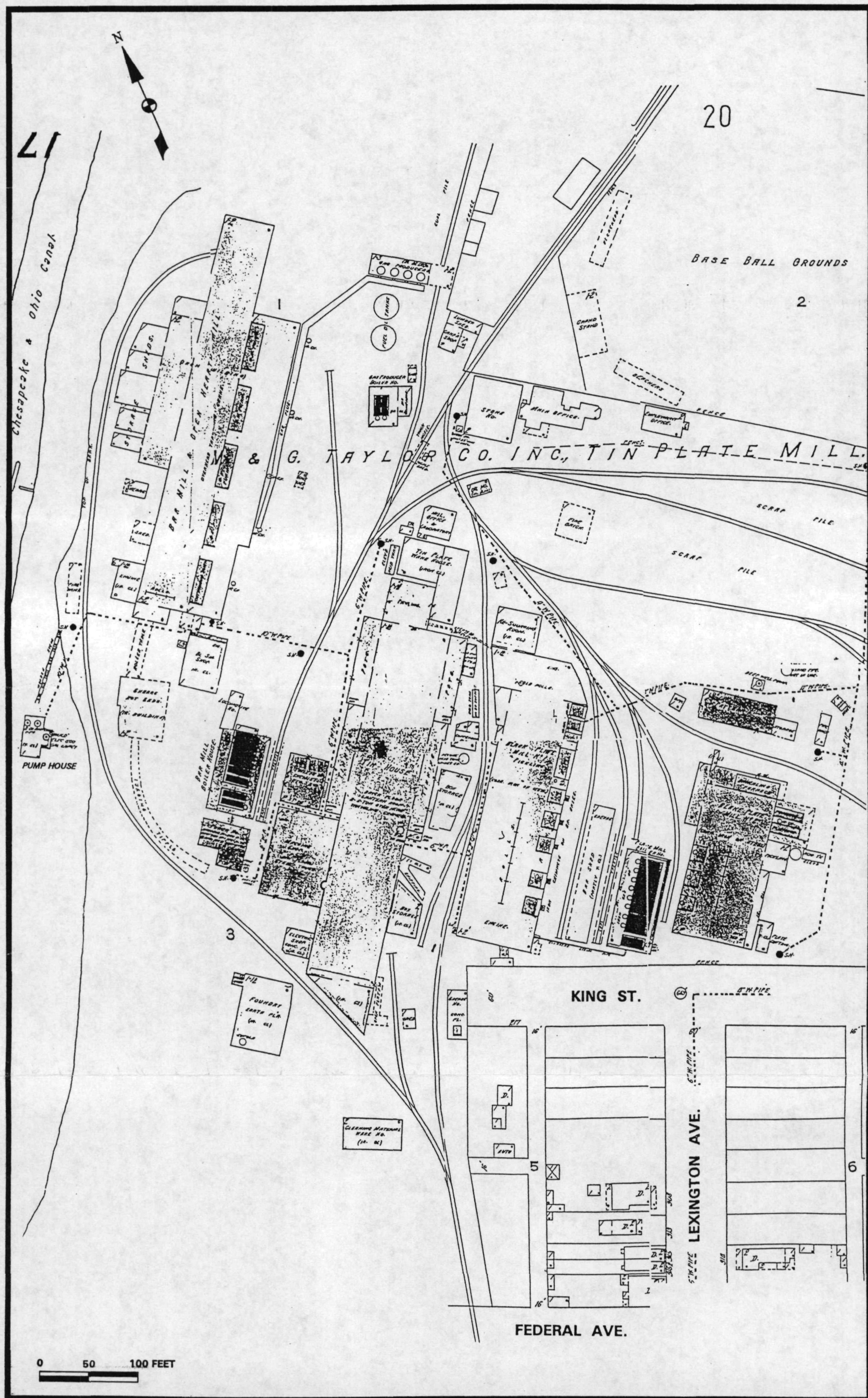


FIGURE 36: Plan of Historic Property No. 6, 1921

SOURCE: Sanborn 1921:27

While nearly all of the early (1873-1892) structures were rebuilt and enlarged several times, the original tinplate mill was demolished between 1904 and 1910. No further building was undertaken in its location by N & G Taylor, and the area, directly south of Bowen Street seems to have largely escaped the building episodes begun in the late 1950s. Therefore, it appears likely that some evidence of this early structure may still exist.

The cultural resource potential of this property is compromised, however, by the high probability of toxicity within the subsurface strata. Hazardous materials were a by-product of the manufacturing processes and are very likely to be present still. These materials may be found either in pits or ditches, dating to the period of production, or in fill layers which were spread over the site after the phase of plant demolition.

G. HISTORIC PROPERTY NO. 7: DWELLING, 217 KING STREET

The dwelling at 217 King Street is indicated as Historic Property No. 7 on Archeological Base Map Sheet 5 (Figure 37). This property, located in the Alternative 3 Corridor, was selected for additional historical research in order to explore its potential historic archeological significance within the context of late nineteenth-century industrial development in the South End of Cumberland. A summary of ownership for this property is provided in Table 5 (see Appendix A).

1. Property History

The former residence at 217 King Street, identified as Historic Property No. 7, is designated Lot 373 in Walsh's Addition in the Allegany County Deed Books (see Figure 16). The original transfer of property from Walsh's ownership occurred in 1897, when Gracie M. Street purchased the lot, measuring 33x135 feet, for \$150 (Allegany County [AC] Deed Book 83:488). An 1899 tax assessment indicates that the lot was valued at \$12.50. No dwelling or improvement had yet been built on the lot (AC Tax Record, District 4, 1896-1909:646).

The lot was sold in 1900 to John W. Gordon, the president of the Cumberland Cast Steel Company, for \$5 (AC Deed Book 87:232). Gordon sold Lot No. 373 to George W. Nield the following year for \$700 (AC Deed Book 88:455). The 1902 tax assessment includes a frame house valued at \$500 (Figure 38) (AC Tax Record, District 4, 1896-1909:746). The deed and tax information indicate that the dwelling at 217 King Street was built in 1900-1901.

Nield retained ownership of the property until 1923, when it was purchased by the N & G Taylor Company through an agent (AC Deed Book 144:168). The acquisition and demolition of 217 King Street signaled the last wave of expansion by the steel firm. In 1932, the Cumberland City Council adopted a vacate ordinance for King Street west of Lexington Avenue (Cumberland City Ordinance No. 1313).

During the 22 years that George W. Nield was its owner, he never occupied 217 King Street. Several individuals have been identified as occupants of 217 King Street. Augustus Gordon, a

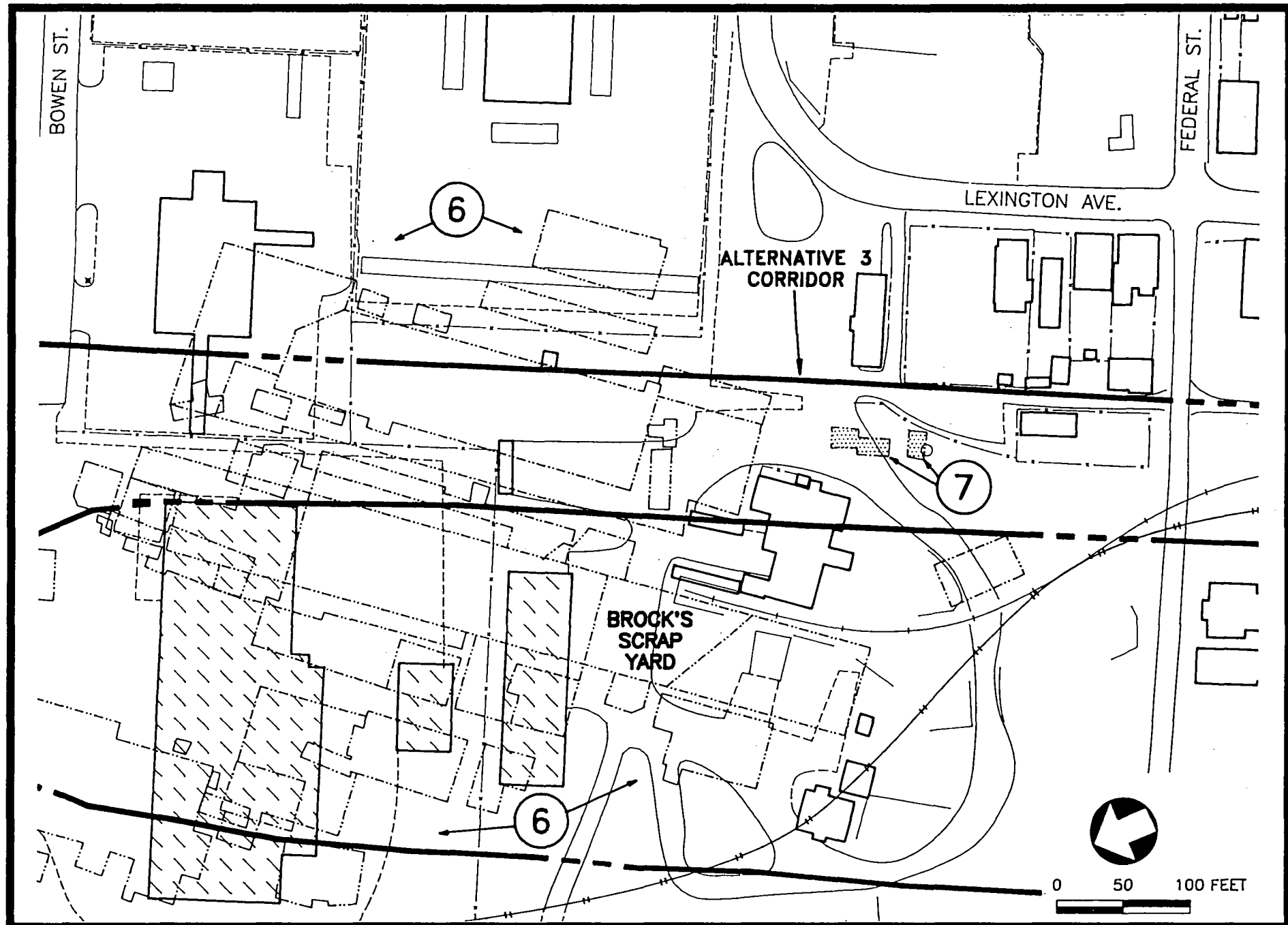


FIGURE 37: Predicted Location of Dwelling, 217 King Street

SOURCE: Archaeological Base Map Sheet 5

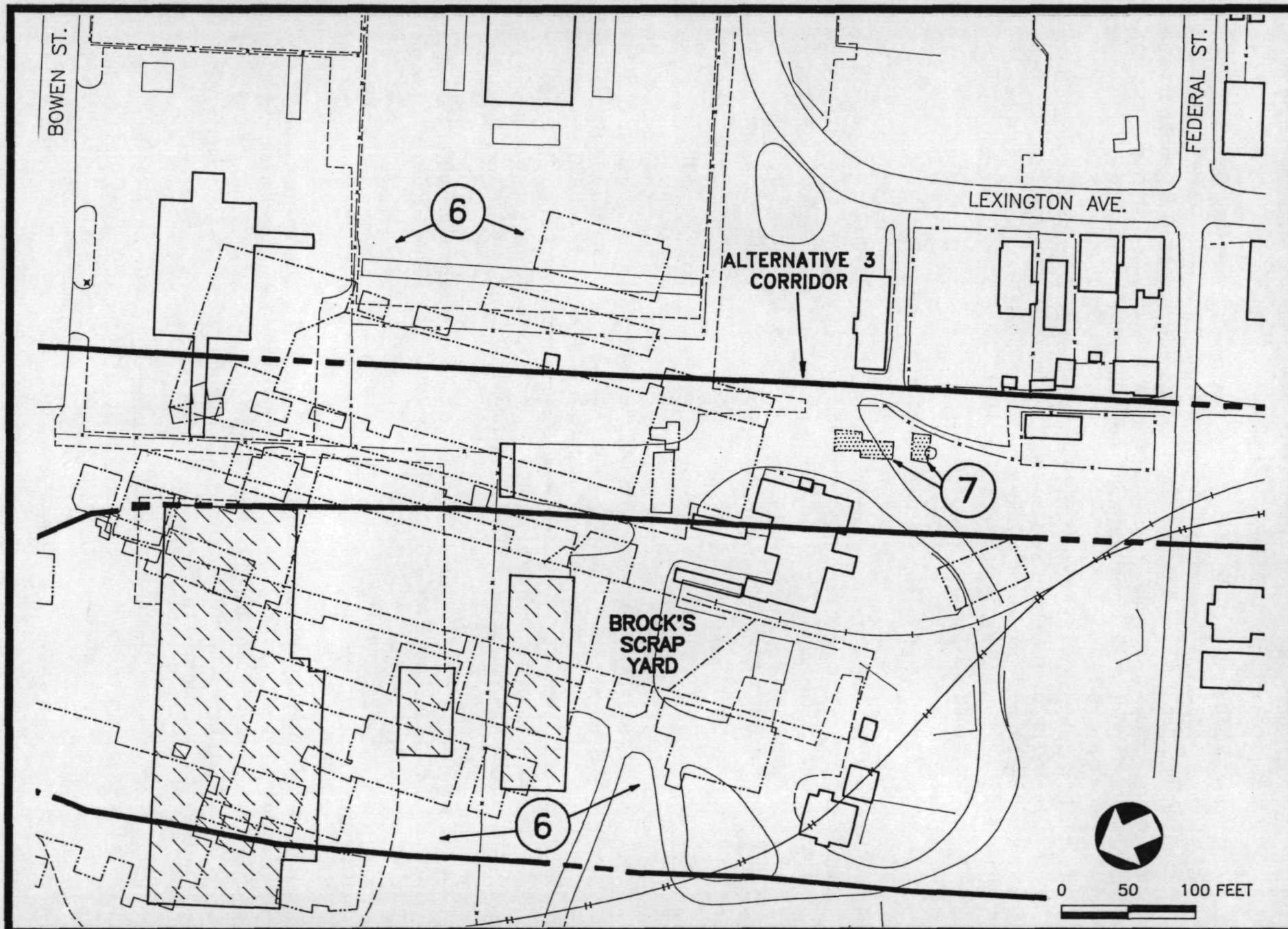


FIGURE 37: Predicted Location of Dwelling, 217 King Street

SOURCE: Archaeological Base Map Sheet 5

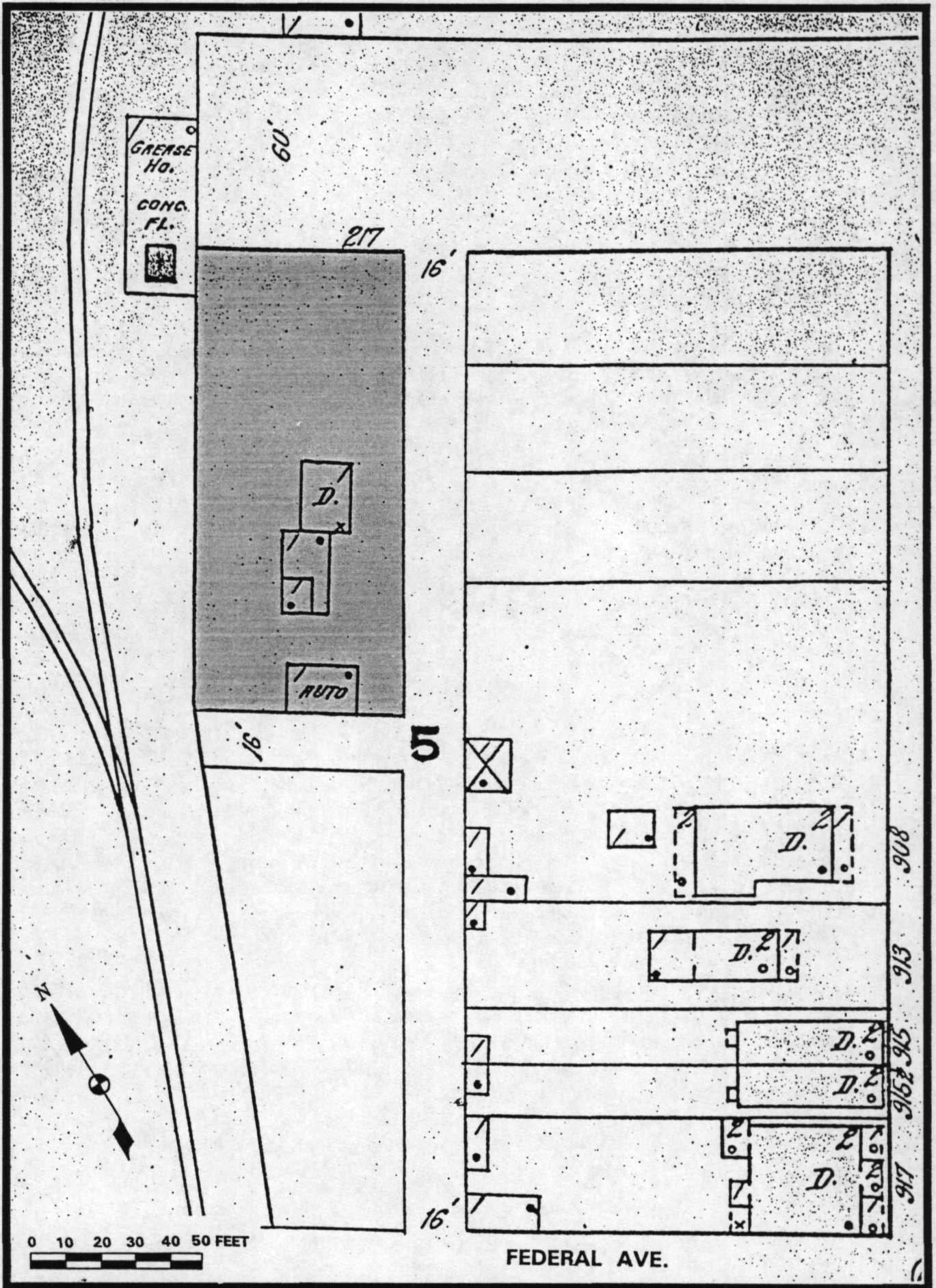


FIGURE 38: Plan of Historic Property No. 7, 1921

SOURCE: Sanborn 1921:27

tinworker, his wife, Delia, and six children were enumerated as renters of the dwelling in 1910. Two sons, aged 19 and 14, also worked in the tin mill (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1910). The Gordon family appears to have occupied 217 King Street until the period between 1913 and 1917 (Polk 1913, 1917).

The next and final tenant appears to have been Arlington Nield, a tinworker. He and his wife, Ora, lived at 217 King Street in 1921 (Polk 1921). Arlington Nield's relationship to the owner, George W. Nield, has not been undetermined.

2. Potential Cultural Resources

The archeological potential for the residence at 217 King Street appears to be limited. Although the house foundation may have substantial integrity, portions of the lot were built upon, subsequent to demolition. Intact yard deposits dating to the early twentieth century are considered to have limited information value.

H. HISTORIC PROPERTY NO. 8: WINEOW STREET NEIGHBORHOOD

The Wineow Street Neighborhood is indicated as Historic Property No. 8 on Archeological Base Map Sheet 4 (Figure 39). This property, located in the Alternative 4 Corridor, was selected for additional historical research in order to explore its potential historic archeological significance within the context of the development of canal-related residential and commercial communities. A summary of census, city directory, and map data is provided in Tables 6A and 6B (see Appendix A).

1. Property History

Wineow Street was named for the Wineow family, early landowners in the Historic Property No. 8 area. Henry Wineow was among the 35 families living in the area when Cumberland was incorporated in 1787. He was a brick mason and lived on Mechanic Street. In an 1833 fire, which destroyed much of the Mechanic Street area, Henry Wineow reported losing his house, furniture, and \$1,500 in cash. After the fire, Wineow may have moved to Wineow Street, then called "Old Town Road." A deed conveying land on the southern end of Wineow Street indicated that Henry Wineow's home was located on an adjoining lot (AC Deed Book 12:541; Lowdermilk 1878:328; Thomas and Williams 1923:93,101).

Henry Wineow died intestate in 1855. Among his real estate holdings was land lying between Wineow Street and the B&O railroad tracks, subsequently divided into seven lots for public sale. According to court documents, structures were present on these lots by 1858 (AC Judgment Vol. 14:684, 688). These lots subsequently became known as 154-176 Wineow Street (Sanborn 1949) (Figure 40).

The land on the east side of Wineow Street was part of a four-acre tract Henry Wineow had purchased from Samuel Ridout, a trustee for Francis M. Delalandelle, in 1812. A few weeks

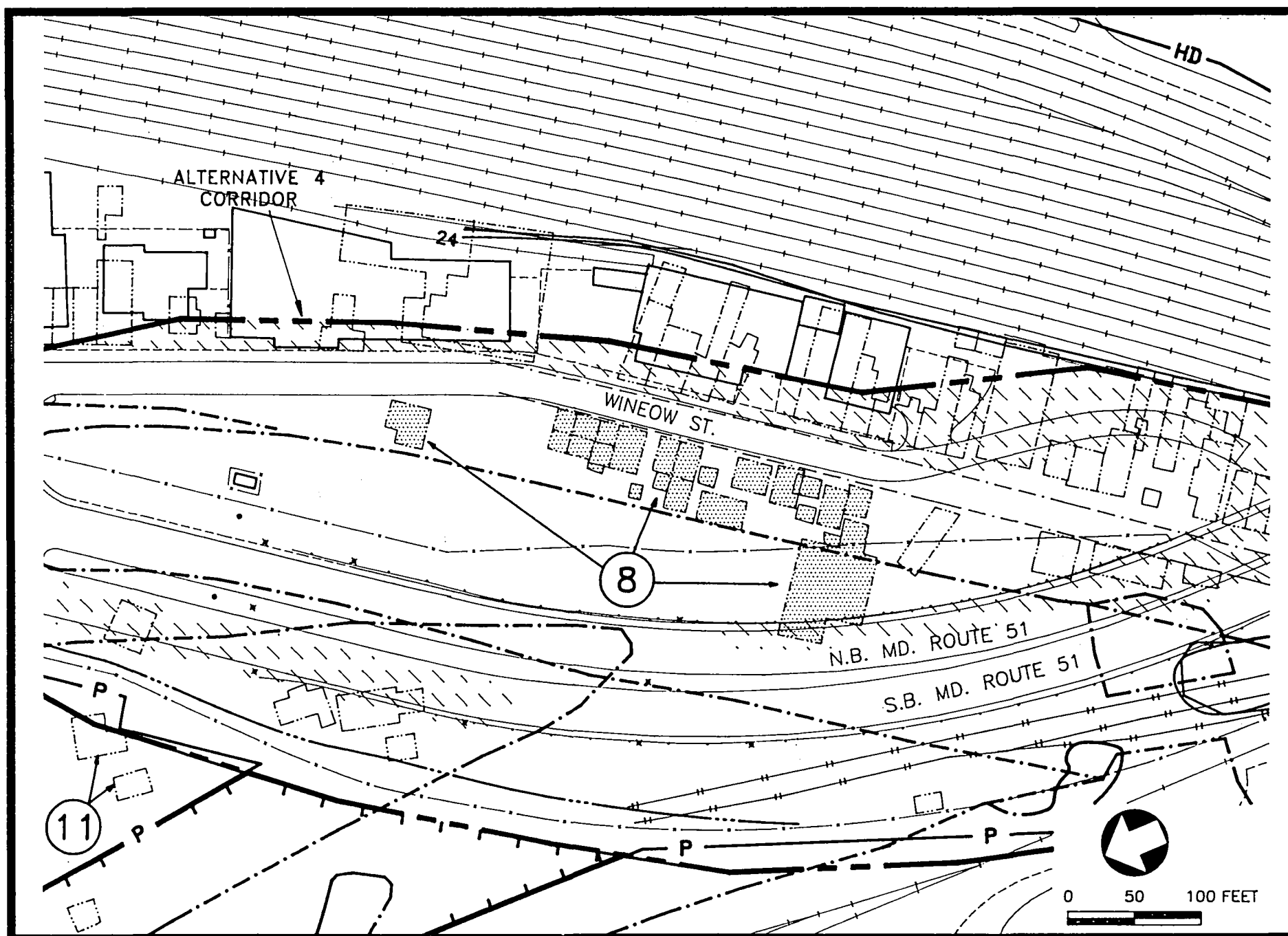


FIGURE 39: Predicted Location of Wineow Street Neighborhood

SOURCE: Archaeological Base Map Sheet 4

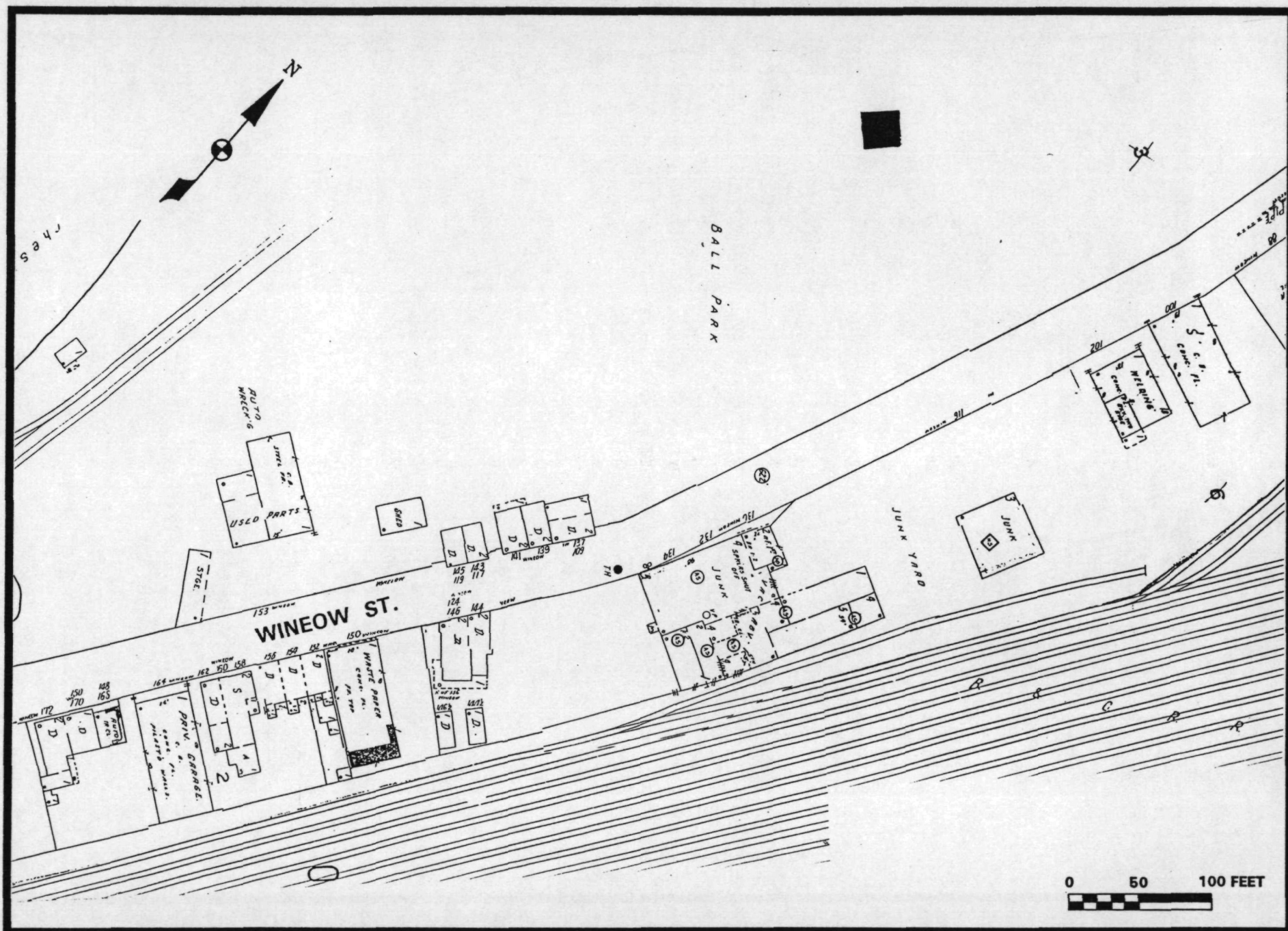


FIGURE 40: Part of Wineow Street Neighborhood, "Shanty Town," in 1949

SOURCE: Sanborn 1949:13

after the purchase, Wineow sold three acres of the tract to Michael Fisher, a cooper, who also lived on Mechanic Street. The "Fisher Lot," as it became known, was bought by Dennis Murphy in 1869. He subdivided part of it into 116-124 Wineow Street (Figure 41), building stores and houses which he subsequently leased out. Murphy's brick store, a local landmark, was located on the west side of Wineow Street (AC Deed Books F:450, F:453, 33:248, 106:643).

In 1881 the R.D. Johnson Milling Company established an industrial plant called "The Atlas Roller Mills" on Wineow Street (Figure 42). The company produced a high grade of flour and also dealt in feed, grain, hay, straw, and salt. The mill site was chosen for its access to the railroad, rather than the canal. The complex included a dwelling house on Wineow Street for the head miller. R.D. Johnson ceased operations between 1940 and 1946 (Kimberly 1908:[not paginated]; Polk 1940:927, 1946:118).

Between 1905 and 1915, much of the Murphy property was acquired by Rhoda Belle Westbrook (AC Deed Books 101:673, 106:643, 111:723). A 35-year-old widow, Rhoda Westbrook, was enumerated in the 1910 census. She lived alone in a rental home and gave her profession as boardinghouse keeper (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1910:549).

The Sanborn Map Company mapped sections of Wineow Street from 1887 to 1949. The neighborhood originally occupied a narrow strip of land between the B&O railroad tracks and Shriver's Basin, where several coal loading docks were located. This colorful neighborhood, known as "Shanty Town," provided many important services for the canal boatmen, the nearby boatyard, and the coal loading wharf. Although the shops, restaurants, and saloons are identified on the maps, the reported "Red Light District" is not identified.

Boatmen normally had to wait overnight to have their boats loaded with coal and, conveniently, Shanty Town offered a variety of ways in which to spend their time and money. Theodore Lizer remembers three saloons in Shanty Town where one could buy a bottle of locally brewed beer for a nickel or buy a 10-quart quantity of beer called a "growler." Ordinarily, the boatmen were not known to drink great amounts of alcohol while working, but reserved this recreation for Georgetown or Cumberland (Kytle 1983:223-224).

W.T. Coulehan's store was another Shanty Town landmark, located on the northern end of Wineow Street. For nearly 50 years, beginning in the 1880s, the store outfitted the canal boats built in the boatyard (present site of the Western Maryland Railway Station) and supplied the boatmen and their mules with all of the necessities (Wolfe 1972:129). After construction of the Western Maryland Railway Station in 1913, a new boatyard was built farther south along the basin in the area near the Mid-City Baseball Park (Hunt 3-19-50).

Even as the canal neared the end of operations in the 1920s, Shanty Town remained a popular attraction. It was comprised of approximately 25 houses, stores, and restaurants and stretched along Wineow Street from Williams Street on the north to the B&O tracks on the southern end

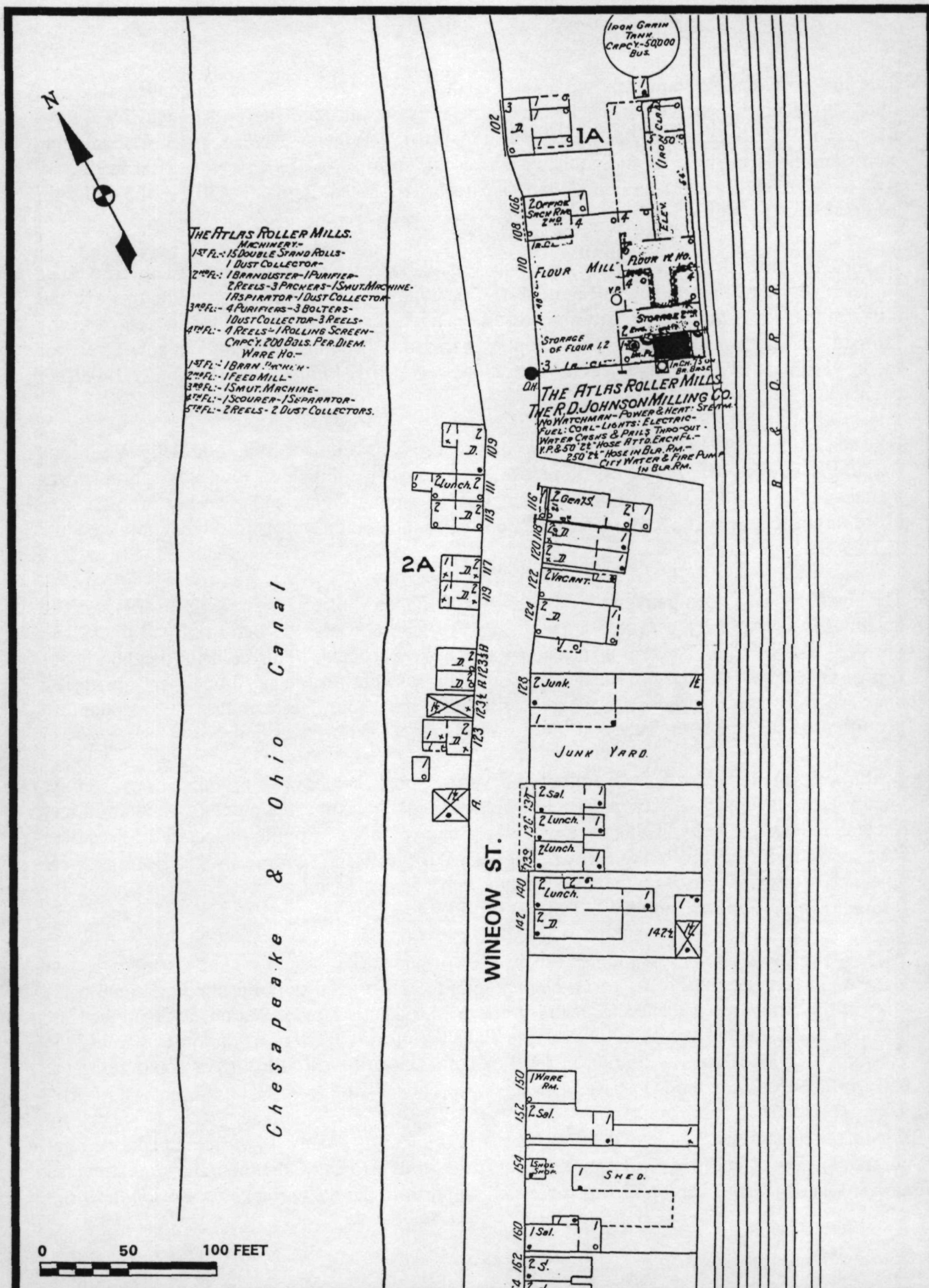


FIGURE 41: Part of Wineow Street Neighborhood, "Shanty Town," in 1910

SOURCE: Sanborn 1910:27

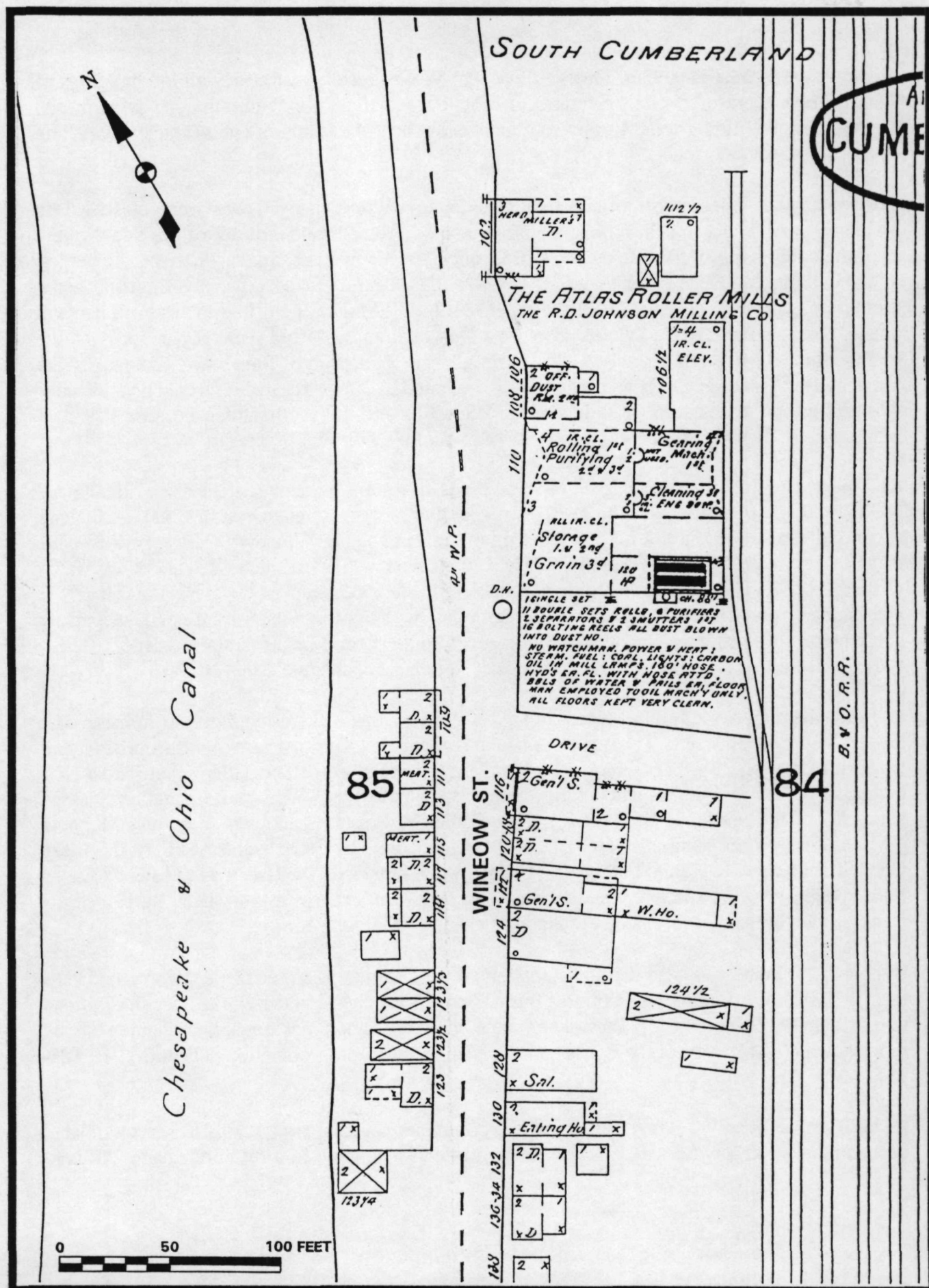


FIGURE 42: Part of Wineow Street Neighborhood, "Shanty Town," in 1892

SOURCE: Sanborn 1892:18

(Plate 4). A former canalman, George "Hooper" Wolfe, recalls that nearly all the buildings of Shanty Town were of two-story frame construction with flat roofs, some having false fronts. The only brick building was Murphy's Grocery Store near the southern end of the street (Wolfe 1972:143).

Other than the stores, most of the buildings found within Shanty Town were classified as "saloons, pool halls, lunch rooms, gaming rooms, brothels and houses of ill fame where anything could happen" (Wolfe 1972:143). Shanty Town's main pastime appeared to be getting into fist fights, and one "had to watch out you didn't get knocked down by someone being thrown out of a bar" (Hahn 1984:91; Kytte 1983:260). Among the drinking establishments in Shanty Town were Clark's Saloon, "Louise's Den of Iniquity," "old Aunt Susan Jones," "the Rising Sun," "Mis' Palmer's Red Tin Shanty," and the "Bloody Rag," also known as the "Blazing Rag" (and reputedly a "rough joint"), operated by Jim Mackalvey, a canal boat captain. Arthur Dawson's restaurant was dubbed the "Soup House" by the boatmen because it served bean soup for five cents a bowl (Hahn 1984:91; Wolfe 1972:76,144)).

Federal census records which identify households living on Wineow Street are available for 1880, 1900, 1910, and 1920. The 1880 census, unlike subsequent enumerations, did not include street addresses. In 1880, a high percentage of residents along Wineow Street appear to have been in service-related occupations. Occupations included carpenters, a saddler, a watch repairer, provisions merchants, grocers, bakers, restaurant keepers, a market gardener, a veterinarian, wash women, a shoemaker, store clerks, butchers, tinsmiths, saloon keepers, a brick maker, a theater group, a blacksmith, boat builders, and boardinghouse keepers (U.S., Bureau of the Census, Cumberland, Maryland, Population Schedule 1880:20-24).

In 1900, the majority of householders living on Wineow Street were renting their homes. The owner/occupants of Shanty Town included John A. Hensel, a German restaurant proprietor, and Catherine Preston, a black widow who ran a boardinghouse. The latter's household was comprised of 12 individuals, including 3 servants, 5 male boarders, 2 nieces, and an adopted son. All of the residents were black except Catherine Preston's adopted son, John Mondelli (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1900:107). Mary Connell and John McGinnis, both grocers, also owned homes on the street, as did James Cadey (also spelled Keady), a laborer, and William W. Judey, an express driver (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1900:106-108).

By 1910, the Wineow Street census enumerations indicate that a larger percentage of residents than in 1900 were finding work in area businesses. A number of men worked for the railroad or the canal. Saloon keepers, washerwomen, and boardinghouse keepers remained amply represented (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1910:185-187).

In 1920, those Shanty Town residents who were owner/occupants were still in service-related occupations: Fred Snyder kept a hotel, Bessie Miller was a cook in a restaurant, and William

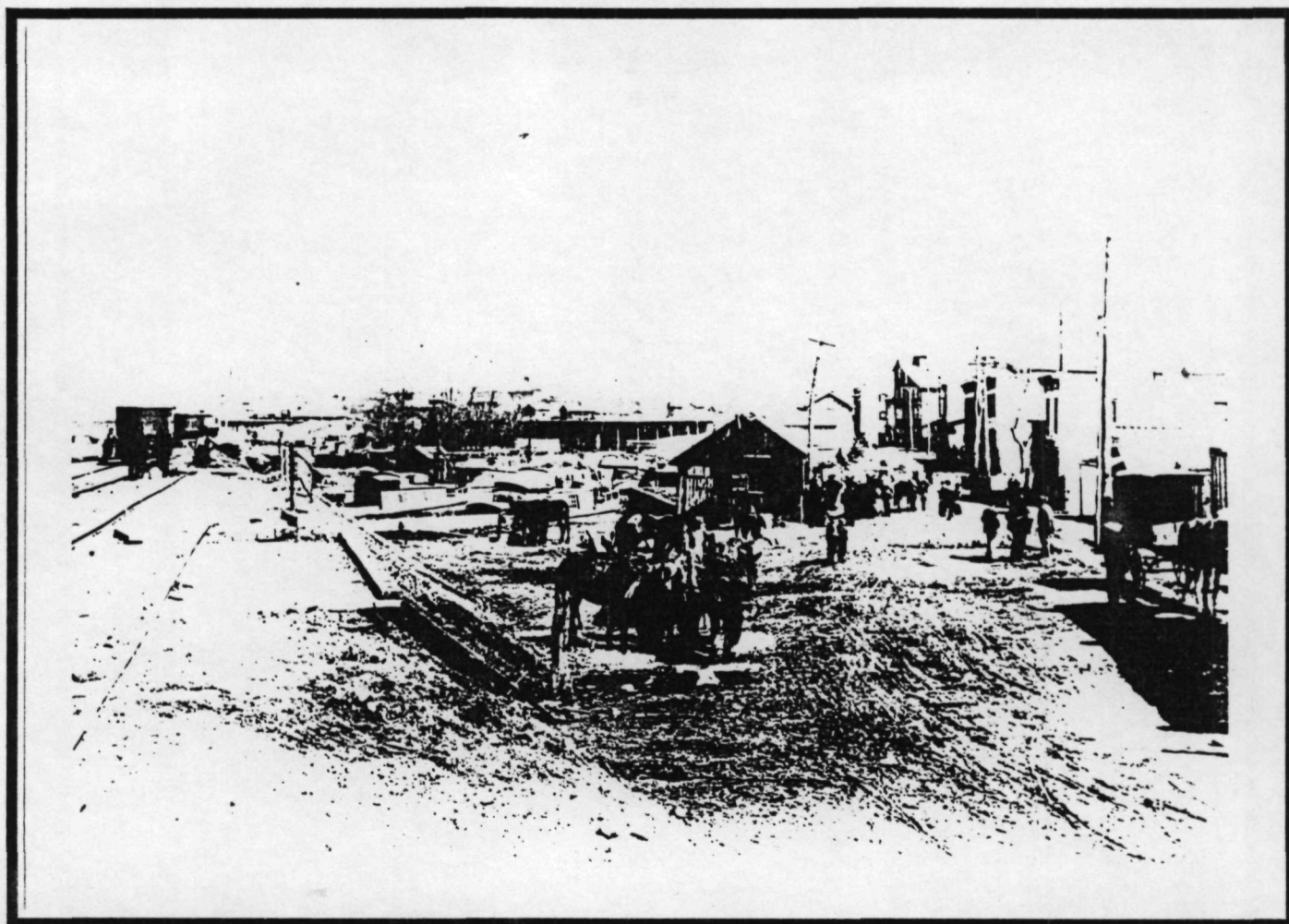


PLATE 4: Wineow Street Looking North (undated)

Source: E.B. Thompson Collection

Courtesy: NPS, C & O Canal National Historic Park, Sharpsburg, Maryland

Westbrook was a saloon keeper. Most of those renting were classified as laborers (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1920:216-217).

Between 1910 and 1921, Shriver's Basin was filled in and a baseball park was soon built on the new-made land (Sanborn 1910, 1921, 1949). During the 1930s, the focus of Wineow Street as a residential and commercial neighborhood began to change with the appearance of the Snyder Foundry & Pattern Works, the Ver-Vac Bottling Company, and an automobile service station. Cumberland Welding & Supply, a junk yard, and an auto accessories store become the primary businesses in the neighborhood beginning in the 1940s. By the late 1950s, no private residences were present in the neighborhood (Polk 1931, 1935, 1940, 1946, 1950, 1955, 1960).

2. Potential Cultural Resources

The Wineow Street neighborhood is historically characterized by relative uniformity in class and occupational status. Although individual lots are unlikely to be assignable to known domestic occupations, the cohesion of the neighborhood suggests that surviving archeological remains would be reflective of a known group, if not of known individuals or households. These remains are likely to encompass yard areas reflective of disposal practices and spatial organization. The neighborhood, moreover, exhibits the full range of commercial and domestic land uses and possesses interest as an entity. There is no evidence, however, that historic landfill might have buried significant remains relating to use as part of the canal basin. Representative cultural resources relating to the canal basin are addressed below (Historic Property Nos. 10 and 11).

I. HISTORIC PROPERTY NO. 9: PUMP HOUSE

The Pump House associated with the Taylor Tin Mill is indicated as Historic Property No. 9 on Archeological Base Map Sheet 5 (Figure 43). This property, located in the Alternative 4 Corridor, was selected for additional historical research in order to explore its potential historic archeological significance within the context of late nineteenth-century industrial development in the South End of Cumberland.

1. Property History

Historic Property No. 9 contains a circa 1897 pump house servicing a large steel manufacturing and plating complex located in the south end of Cumberland commonly called the N & G Taylor Mill. Water had to be supplied to all of the buildings and mills involved in the manufacturing processes, and a steady and high output had to be ensured for fire suppression. Water was drawn primarily from the C&O Canal, with additional sources being deep wells within the mill complex. The pump house, which first appears in the map record on the 1897 Sanborn map (see Figure 34), was located approximately 50 feet from the berm on the eastern edge of the canal. The pumping apparatus was described simply as two stationary fire pumps (Sanborn 1897).

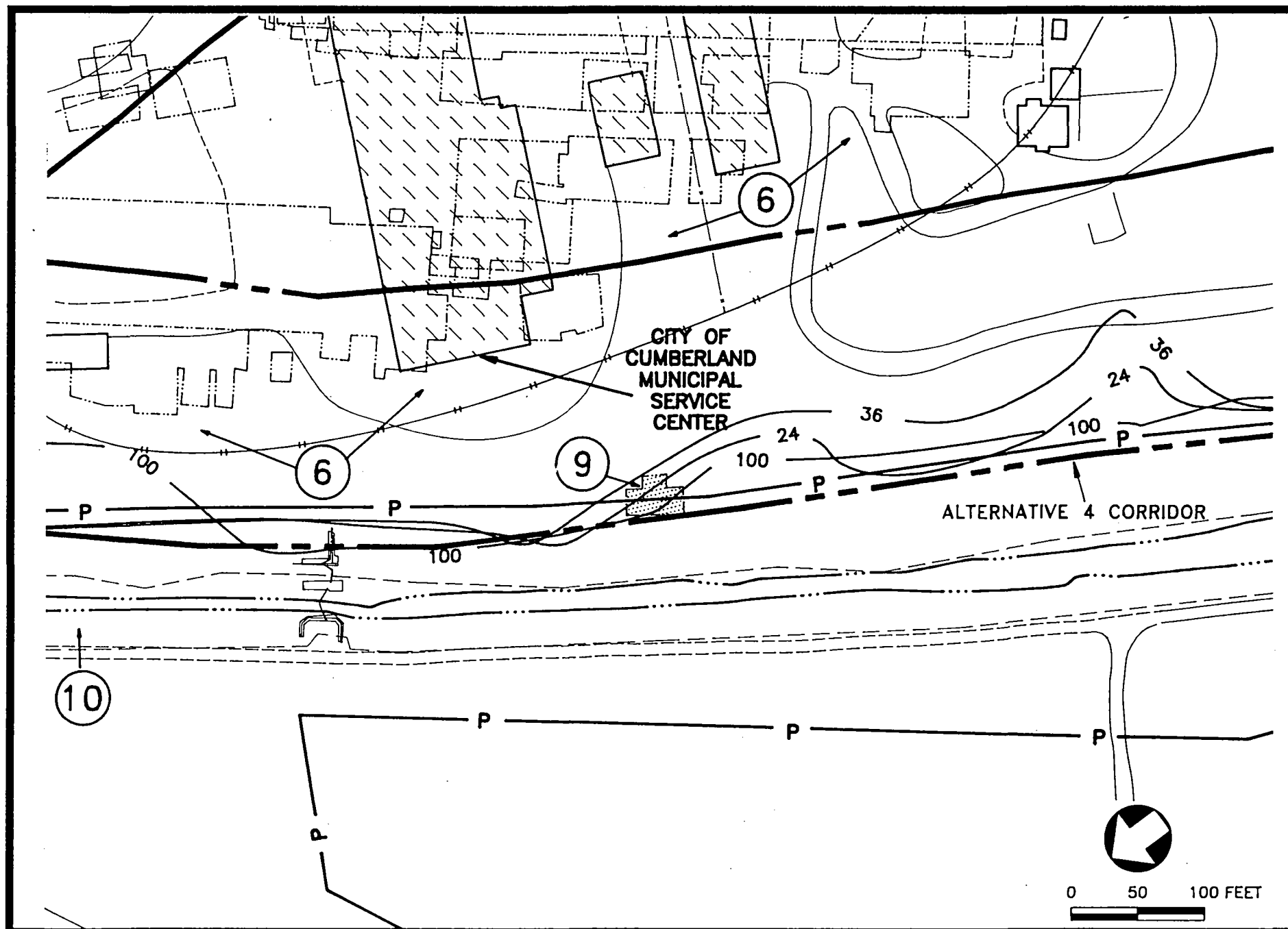


FIGURE 43: Predicted Location of Pump House

SOURCE: Archaeological Base Map Sheet 5

By 1904, with the rapid expansion of production capacity and plant size, the pumping equipment too had expanded to supply a greater amount of water. One Barr duplex pump and two Carpenter single-action pumps fed water through two 6-inch mains to the northern and southern portions of the plant, with a terminus at a water tank in the southeast corner of the complex. Neither the capacity of the pumps nor the capacity of the water tank is indicated on the Sanborn (1904) insurance map. Aside from pumping water from the canal and wells, by 1910 hydrants within the plant supplied water from 6-inch city mains (Sanborn 1910) (see Figure 35).

Sometime between 1910 and 1921, the pump house and equipment were modernized and upgraded. This improvement included the installation of two Deanne steam pumps (of unspecified capacity) and one Gould electric pump with a rated capacity of 2,000 gallons per minute. Due to the changing layout of the plant, the water mains were replaced and relocated. The 1921 insurance map indicates that the two 6-inch mains discharging from the pump house had been replaced by a single 10-inch main (see Figure 36). In addition, the pump house itself had by 1921 been enlarged and reoriented, with the Gould pump housed in a wing extending to the east (Sanborn 1921).

The 1921 insurance map is the first to show a deep well and pump, in addition to the earlier pump house (Sanborn 1921). The well was situated near the water tank and supplemented the water intake for the plant. By 1930, the capacity of the water tank was 56,000 gallons (Sanborn 1949:27).

2. Potential Cultural Resources

The cultural resource potential of this property appears to be minimal. The structure encased a series of sophisticated machines that do not appear to have been integrated into the architectural or engineering attributes of the house. In addition to the constant upgrades in the equipment, the facility itself was modified at least once. The system by which the water was distributed across the plant was also changed. Thus, the information value of the possibly surviving foundation is considered limited.

J. HISTORIC PROPERTY NO. 10: CHESAPEAKE AND OHIO CANAL AND ASSOCIATED BASINS

The Chesapeake and Ohio Canal and associated basins are indicated as Historic Property No. 10 on Archeological Base Map Sheets 4, 5, and 6 (Figure 44). These properties were selected for additional historical research in order to explore the potential historic archeological significance of related engineering elements and associated fill deposits. The properties were also chosen in order to pursue questions of potential hazardous waste contamination.

The proposed Canal Parkway intersects with the C&O Canal National Historical Park, a National Register property, in two principal areas. First, the Alternative 2 Corridor of the parkway will cross the canal prism at its present crossing along Ford Avenue (see Archeological

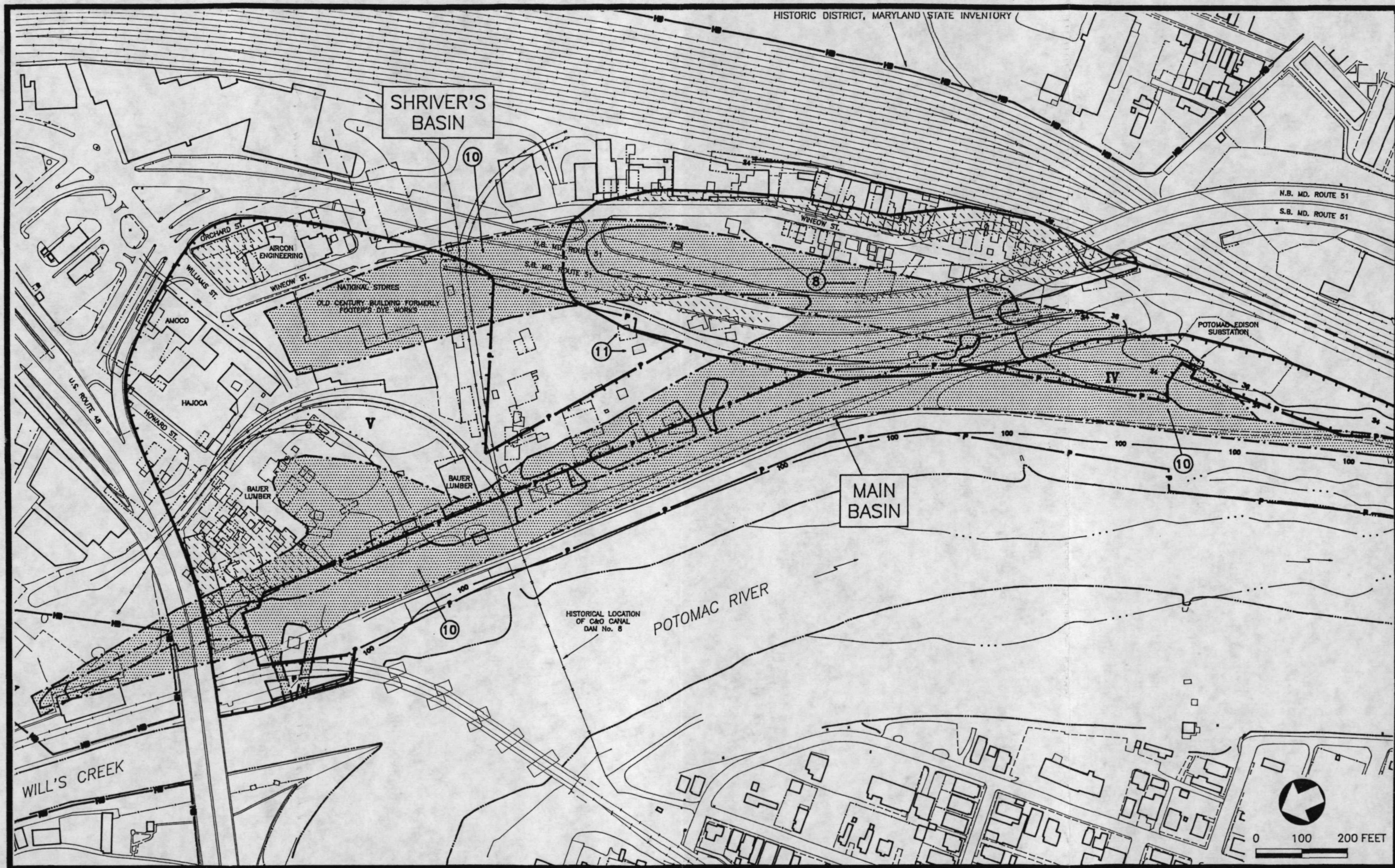


FIGURE 44: Predicted Locations of C&O Canal Basins at Maximum Capacity, Circa 1896

SOURCE: Adapted from Archaeological Base Map Sheet 4

Base Map Sheet 6). Second, along the course of the parkway, small, thin, linear sections of the National Park Service property may be affected by the development of the Alternative 3 Corridor (see Archeological Base Map Sheets 4 and 5). In addition, the proposed design alternatives have the potential to impact archeological resources associated with the Main Basin and Shriver's Basin located in the northern portion of the project area (see Archeological Base Map Sheet 4).

1. Property Histories

a. Canal

Construction on the 184.5-mile-long C&O Canal from Georgetown, District of Columbia, to Cumberland, Maryland, began during 1824 and was completed in 1850. The Cumberland terminus of the canal is illustrated in Figure 45. The canal served as an active transportation network until 1924. In 1938, the canal was acquired by the federal government and it was declared a National Monument in 1961. Ten years later it was converted to a National Historical Park. The canal was thus automatically listed on the National Register of Historic Places for its national significance in architecture and engineering, commerce and transportation, and natural conservation.

Planning for the construction on the canal in the vicinity of Cumberland began during the late 1820s. Beginning near Hay's Mill about one mile south of Cumberland, initial surveys for the canal describe a slate hill, woods with oaks and hickory, and Mr. Thistle's orchard along the route. Mr. Thistle's house was noted at almost the two-mile point in the survey (three miles south of Cumberland), approximately 100 feet south of the project right-of-way (Chesapeake and Ohio Canal Company 1828).

In the 1830s, debate centered on the choice of canal routes leading through Cumberland. The choice was between a low-level route that would provide access to the canal within Cumberland, and a more direct high-level route that would bypass the city center. In 1835, the mayor and council passed an ordinance supporting the low-level route, specifying that the option would "diffuse more general benefit and advantage to the citizens thereof than the high level" (Chesapeake and Ohio Canal Company 1828-1837).

By the late 1830s, negotiations with landowners along the low-level route had progressed so that construction could begin on the principal elements of the canal in Cumberland: Dam No. 8, two control locks, and the turning basin. The first of these, Dam No. 8, was originally to be located about one mile south of the city; however, design changes seated the structure a few hundred feet below Wills Creek (see Hahn 1979:103). Of masonry fabric, the dam raised the level of the river by several feet to provide water for the canal and to flood a turning basin.

Access to the canal and basins was controlled by two locks, one identified as a guard or boat lock, the other, a feeder lock. The lockkeeper's house was apparently located between the V-shaped plan for the two lock structures (Hahn 1979:101; National Park Service 1948, 1954). Although plans exist that describe the guard and feeder locks (Figure 46), they have not been

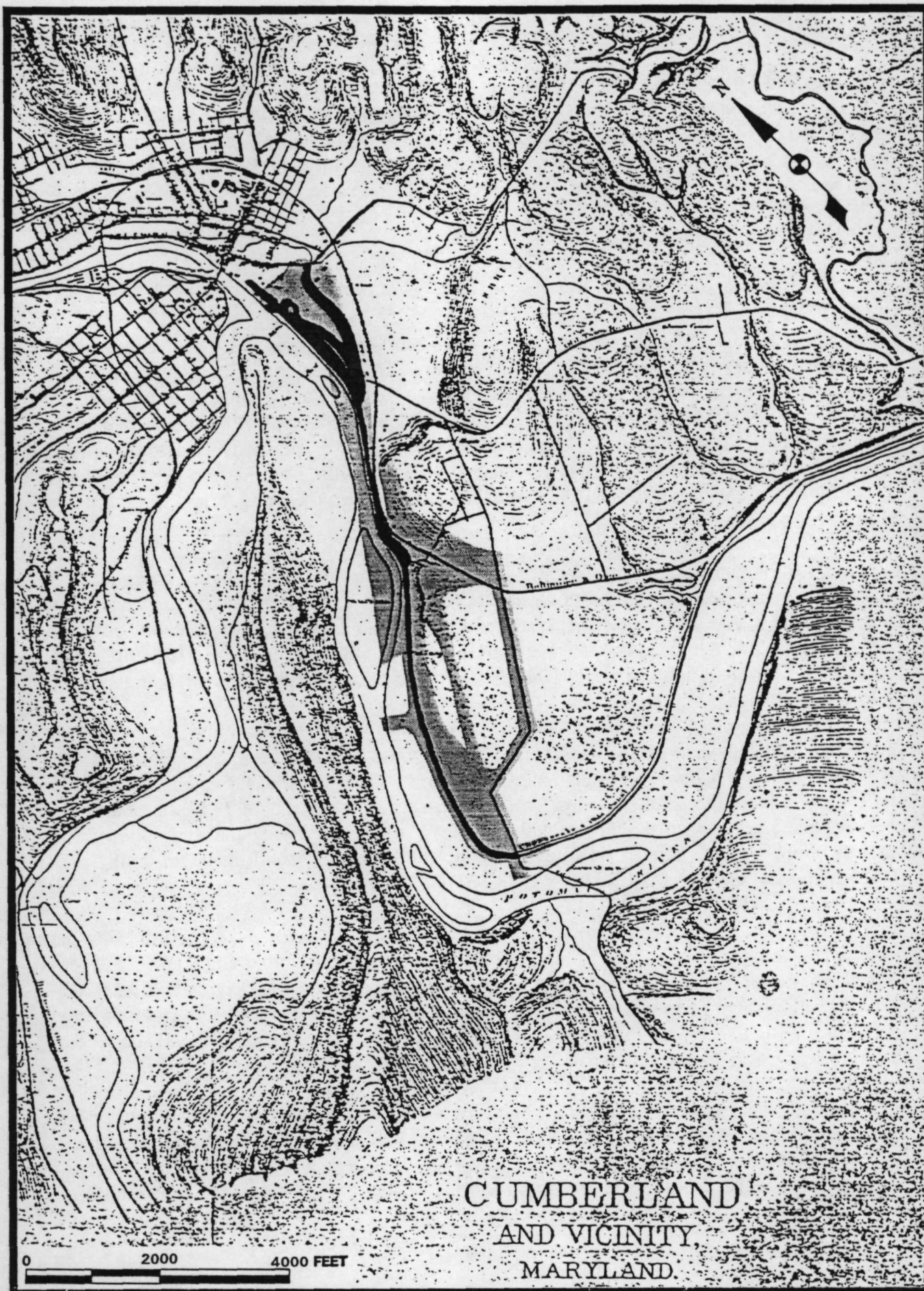


FIGURE 45: C&O Canal and Canal Basins in 1864

SOURCE: US Coast Survey 1864

recorded in either the Historic American Buildings Survey (HABS) or the Historic American Engineering Record (HAER). The canal followed the Potomac River south from the boat and feeder locks toward a large bend near the Wiley Ford. Two additional water-control features, a waste weir and a stop lock, are located along the canal prism within South Cumberland (Brewer 1894; National Park Service n.d.; Dalher 1954). The surviving engineering and structural features of the waste weir and the stop lock have not received HABS/HAER documentation.

The waste weir was located on the Potomac River bank of the Canal, opposite the Maryland Glass Company (Historic Property No. 5) and slightly downstream of a "sewer open ditch" which flowed into the canal and separated the glass company from the B&O Railroad right-of-way. This ditch was probably the remnant of a stream that flowed into the Potomac prior to the canal's construction. In 1917, the waste weir is shown as a simple stone-lined channel with bulkheads at either end running from the canal prism to the Potomac River (Schaidt 1917). Apparently, the waste weir functioned to channel excess water from the canal into the Potomac. By 1924, the waste weir had been modified to include a southward extension of the bulkheads (Figure 47) that served as an overflow area (Dalher 1954). The waste weir is now located at the northern head of the extant canal and the southern end of the areas disturbed by the Army Corps of Engineer flood control projects.

Downstream from the waste weir was another water control feature identified as a stop lock. Located west of the Taylor Tin Mill (Historic Property No. 6), this structure apparently regulated shipping access up and down the canal. While detailed plans of this feature have not been identified, it appears to comprise several bulkheads that form a narrow channel through which canal boats passed. The stop lock is illustrated on late nineteenth-century (Hilder ca. 1896) and early twentieth-century maps of South Cumberland, including the 1921 and 1949 Sanborn maps showing the Taylor Tin Mill (the 1949 map contains a plan of the Taylor Tin Mill in 1930) (Figure 48) (Sanborn 1921, 1949).

With its position close to the Potomac, the canal acted as a buffer or "guard bank" for the basins and the commercial areas envisioned for its banks. Forming the western terminus of the canal, the basins were important features of the transportation network; however, for most of the operational history of the canal, the basins were not controlled by the C&O Canal Company. Instead, as part of the land negotiations, control of portions of the basins was left to private enterprises.

With its opening through to Cumberland in 1850, the C&O Canal became an important transportation link between the tidewater Chesapeake and the mountainous Appalachians. In 1851, 2 tons of ale, beer, and cider; 21 tons of fresh and salt fish; and 33 tons of groceries were transported up the canal to Cumberland, while 3,607 tons of coal, 15 tons of bricks, and 11 tons of butter were shipped downriver. The most common products arriving in Cumberland during the early years of operation were plaster and salt: in 1851, 275 tons of plaster and 273 tons of and salt were brought in (Chesapeake and Ohio Canal Company 1851:141-142).

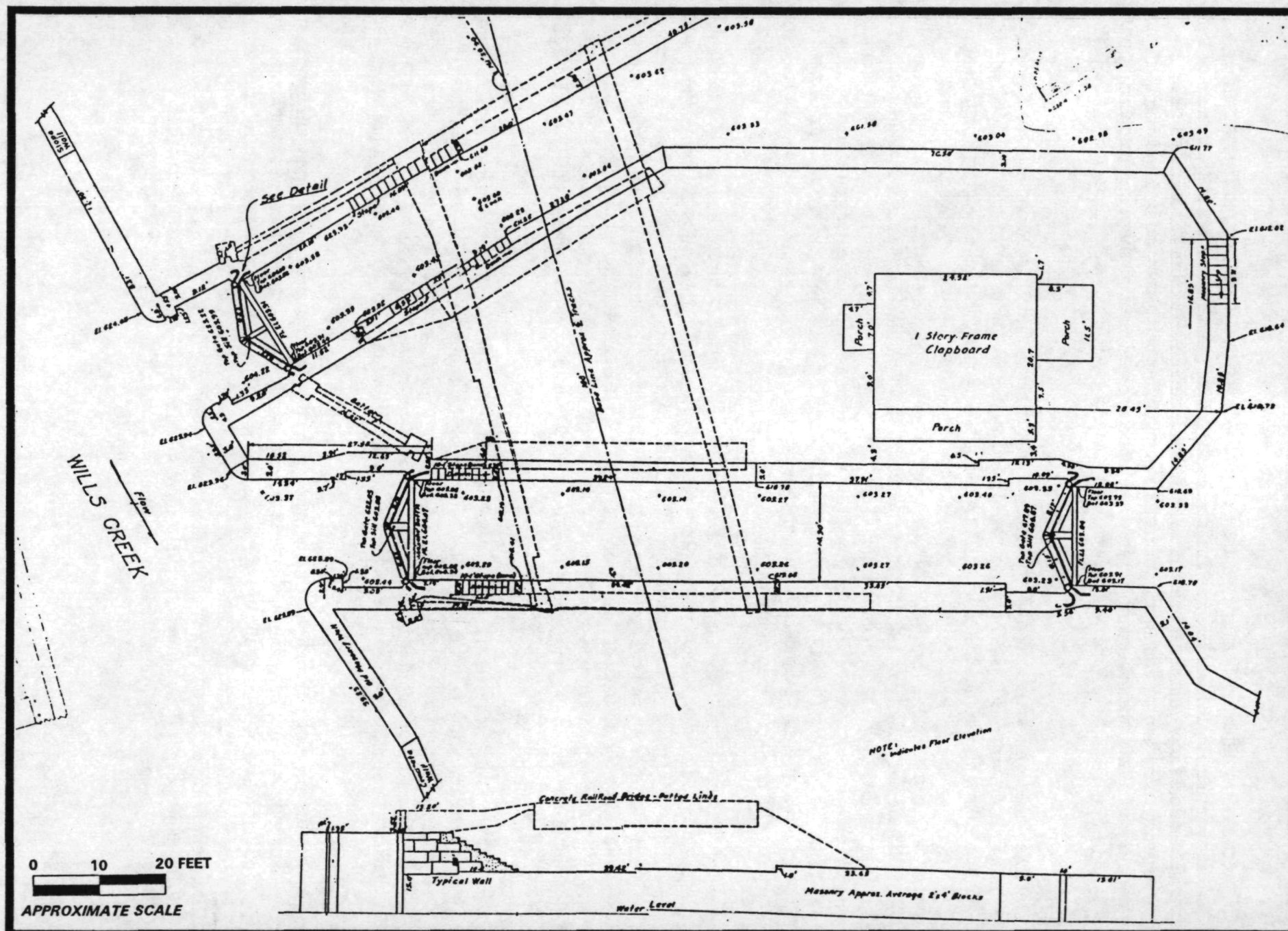


FIGURE 46: Detail of Old C&O Canal Feeder Lock, Cumberland

SOURCE: National Park Service 1948

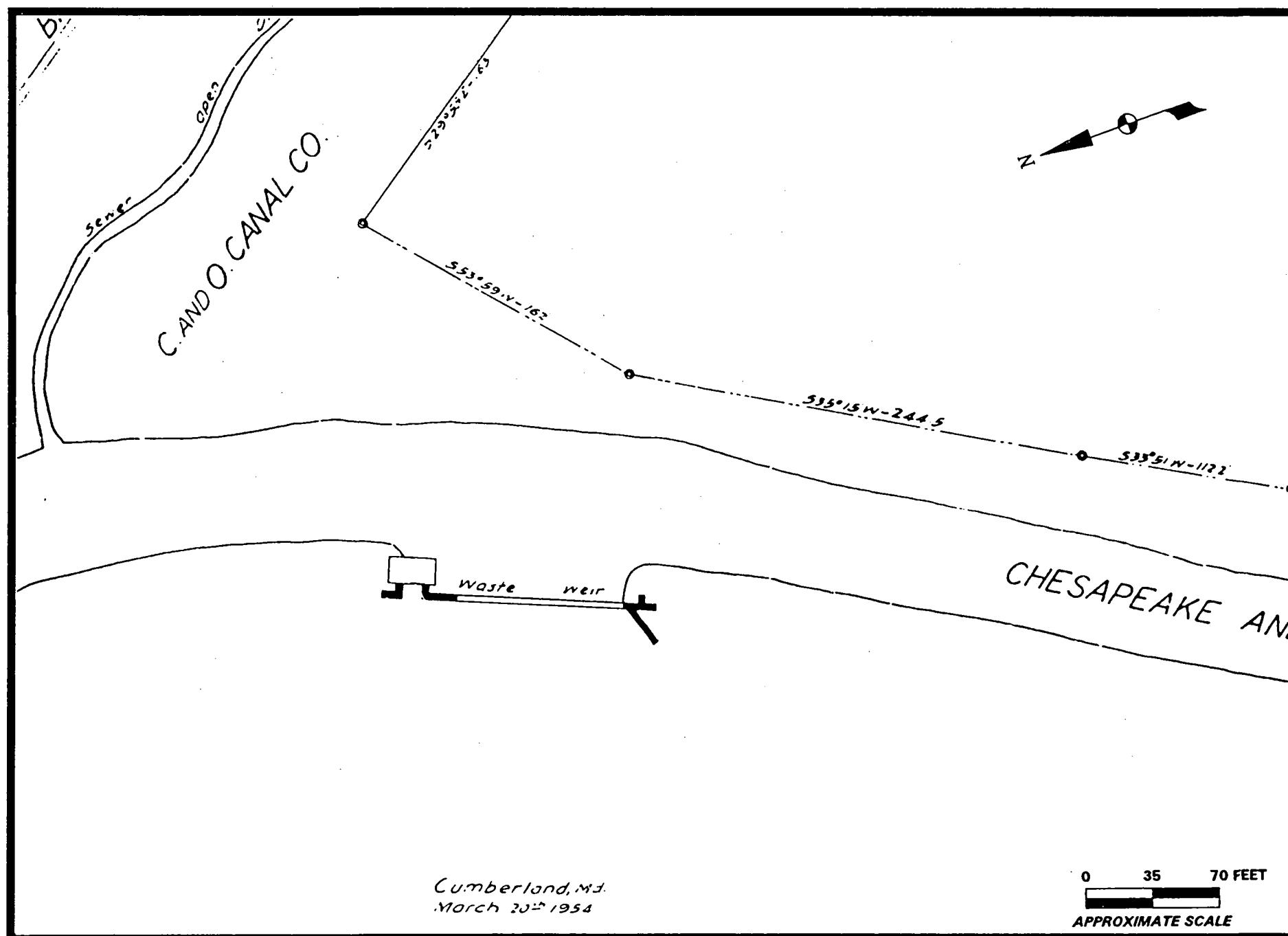


FIGURE 47: Waste Weir, 1924

SOURCE: Dalher 1954

(8288)

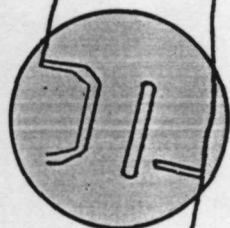
CUMBERLAND, MD.

27

NEW SHEET
JAN. 1930

MD 013

Chesapeake & Ohio Canal



STOP LOCK

0 25 50 FEET

N. & G. TAY
(H. & G. T. CO. INC.)



10" PIPE

SH

6" PIPE

FIGURE 48: Stop Lock, 1930

SOURCE: Sanborn 1949

During the second half of the nineteenth century, the C&O Canal Company, which operated the canal, was besieged by a series of natural disasters, operational difficulties, and financial mismanagement (Sanderlin 1946; Smith 1978). Flooding along the length of the 184-mile canal was episodic and was an annual occurrence that necessitated constant maintenance and repair work. Labor unrest among canal workers often delayed construction projects, and canal "boatmen" were periodically on strike for better carrying fees. As a stock-based corporation, the C&O Canal Company was subject to the control of its majority stockholders, which included the State of Maryland, and, eventually, its principal competitor, the B&O Railroad.

Throughout its history, coal was the dominant commodity loaded at Cumberland. In 1878, for example, 274 boats operating on the canal were under contract with 7 coal companies, while only 110 "outside boats" were recorded (Chesapeake and Ohio Canal Company 1878). However, it was rail transportation that provided access to the rich coal mines of the Frostburg, Georges Creek, and Savage River districts in western Maryland. Railroad wharves within the canal basins provided easy transshipment for coal. Competition between the various railroad companies for access to the canal wharfs was intense during the latter years of the nineteenth century. Because it reached the Cumberland area in the 1840s and its tracks were immediately adjacent to the canal, the B&O Railroad, through its subsidiary, the Consolidation Coal Company, controlled the majority of the coal trade. Attempts by the C&O Canal Company to gain an independent rail link to the coal fields proved futile because the B&O Railroad Company had to grant permission for another railroad to cross its tracks that surrounded the canal basins (Sanderlin 1946:245n, 247).

By the 1890s, through the Consolidation Coal Company, the Baltimore and Ohio Railroad had gained complete control of the coal traffic. Coal was shipped from the mines to the canal wharf via the Cumberland and Pennsylvania Railroad, and was offloaded onto canal boats owned by the Canal Towage Company, which navigated the C&O Canal; all of these companies were controlled by the B&O Railroad. The B&O gained control of the C&O Canal Company in 1889 after a disastrous flood forced the company into receivership. The railroad operated the canal until 1924, when another flood finally ended the canal's role as a transportation system (Sanderlin 1946:271).

During the Great Depression, the Baltimore and Ohio Railroad sold its interest in the Chesapeake and Ohio Canal to the federal government as part of a New Deal program (Mackintosh 1991). Since the 1930s, the appropriate reuse, restoration, or redesign of the canal has been debated among government agencies and private groups.

In the 1940s, the Army Corps of Engineers proposed an extensive system of lakes and reservoirs for the Potomac Valley as large public works, but settled for local flood control projects, including one in Cumberland. This project significantly altered the canal features within a mile of Cumberland. From the waste weir at mile-post 183.5 to the guard and feeder locks, the canal prism was covered with a 20- to 30-foot-high flood control levee (Smith 1978:preface). In addition, railroad bridges, built after 1924 by the Western Maryland Railroad, impacted the guard and feeder locks and Dam No. 8 was demolished (Hahn 1979:101-103, 1991:222; Smith

1978:158; Unrau 1975). "By the time the Corps of Engineers' Cumberland-Ridgely flood control project had got underway in the mid-1950s, the National Park Service had essentially written off the canal above Lock 75 at North Branch" (Mackintosh 1991:104). As part of the floodwater control project, a sanitary sewer line was placed within the canal prism in the area of levee construction.

Also in the late 1940s, a "canal parkway" stretching to Cumberland was proposed as part of the memorial parkways planned for the area around Washington, D.C. This plan, which would have demolished much of the surviving canal prism and towpath, was opposed by conservation groups, that instead wanted to preserve the canal as a natural, scenic, and historic park. Much of this preservation effort was seated at the Georgetown terminus of the canal; economic pressures from the Cumberland region "made preservation or restoration of the upper canal an increasingly unlikely prospect" (Mackintosh 1991:53).

In 1961, after public pressure from conservation groups, including a walking tour of the canal led by Supreme Court Justice William O. Douglas, the Chesapeake and Ohio Canal was recognized as a National Monument. After Congress declared the canal to be a National Historical Park in 1971, the National Park Service undertook a planned program of acquisition, condemnation, purchase, and title-clearing for the entire length of the canal. By 1977, the park included approximately 13,800 acres.

b. Basins

While Dam No. 8, the guard and feeder locks, and the canal prism provided access and transportation down the Potomac, it was at the basins where the business of commodity transshipment was undertaken (Warren-Findley 1991). Ironically, the canal turning basin at Cumberland was never under the direct control of the C&O Canal Company. Thus, the documentary record associated with this area of Cumberland is less complete than for downriver canal features.

Through the course of the canal's operation, the basins took many forms, as new wharves were added and rail lines were attached to the canal. By 1865, the banks of the canal basins had received relatively little development (Figure 49); only three apparently commercial structures are illustrated on period maps (Office of the Chief of Engineers 1865). Much of the land surrounding the basin between Old Town Road and South Mechanic Street was controlled by the Shriver family heirs.

During the latter 1860s several wharves were proposed and the "Shriver Basin" was excavated and improved (Smith 1978:115-119). By 1872, a large wharf owned by Walsh and McKaig was in operation along Shriver's Basin (Smith 1978:122). The remnants of a creek or an "old mill race" originally flowed south and west into Shriver's Basin (Office of the Chief of Engineers 1865). By the late nineteenth century, this race was re-routed to join with the Main Basin between the control locks and the Cumberland and Piedmont Railroad Bridge (Hilder ca. 1896).

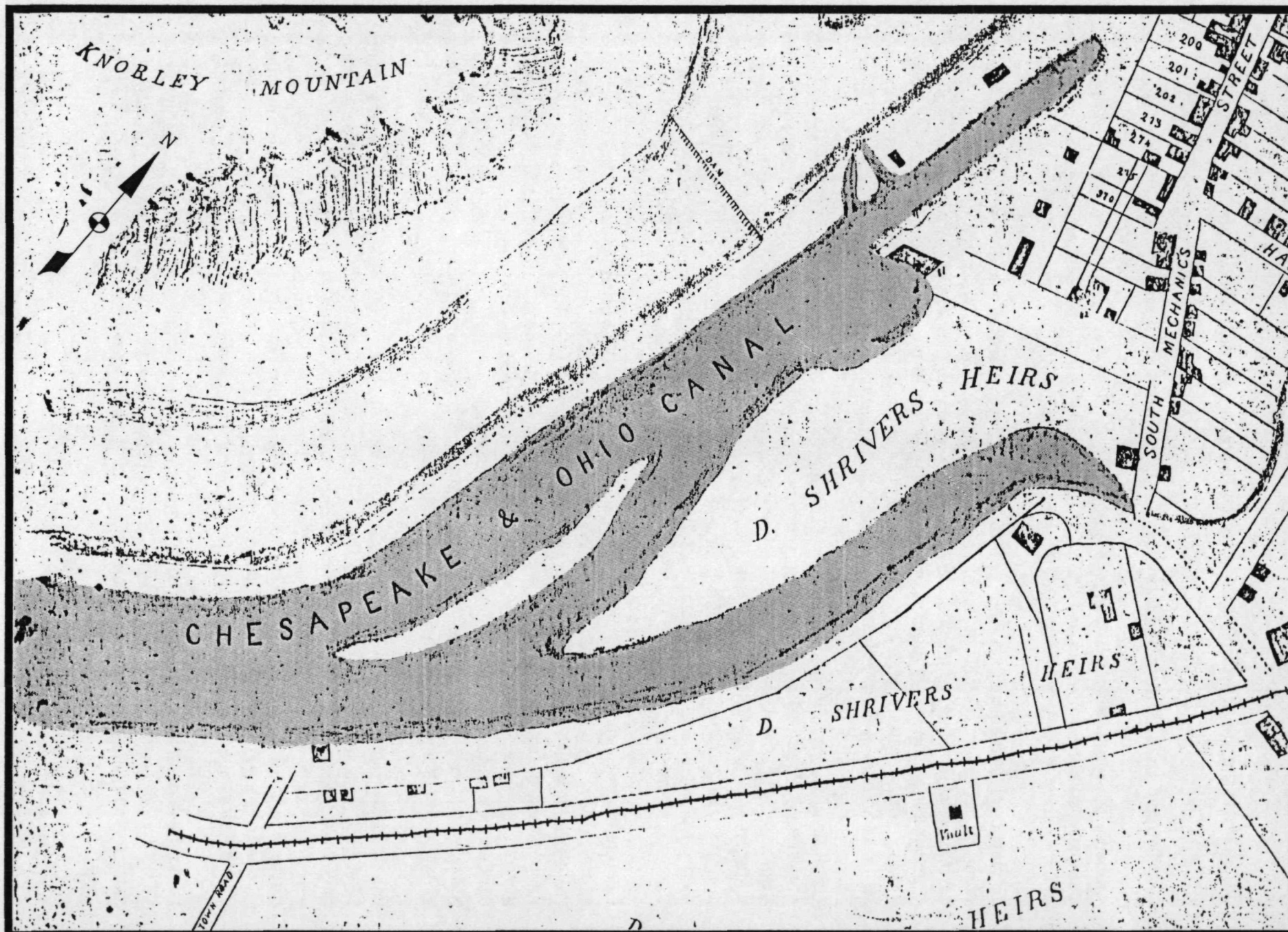


FIGURE 49: C&O Canal Basins, 1865

SOURCE: Office of the Chief of Engineers 1865

In addition, the area north of the control locks and the Main Basin was excavated to form the "Little Basin" (Figure 50).

Downstream from the turning basin area, a small natural basin was apparently formed opposite the waste weir and the Maryland Glass Company (Historic Property No. 5). This basin was probably the result of a "sewer open ditch" which flowed into the canal and separated the glass company from the Baltimore and Ohio Railroad right-of-way. This semicircular cove may have been augmented to form a small southern basin opposite the glass works (Hilder ca. 1896).

During the late nineteenth century, the basin area was an active place of trade and exchange. Newspapers predicted that the basin area would become not only a place of trade, but one of relaxation and recreation (Smith 1978:53). In practice, the basins served as an industrial transportation center with railroad lines providing access to the coal fields of western Maryland. On a typical day in the last year of operation of the C&O Canal, 54 boats cleared the port and 58 boats arrived at Cumberland (Chesapeake and Ohio Canal Company 1923).

Canal boatmen and their families, as well as mechanics, artisans, and clerks who serviced the canal trade, also lived on the periphery of the basins. In the 1910 census, at least 16 families were enumerated as living along the existing canal basins. These families were predominantly white, native Marylanders, and listed steelworker, farm laborer, seamstress, boardinghouse keeper, railroad trackman, family servant, canal laborer, street laborer, blacksmith, and washerwoman among their occupations (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1910).

Community awareness among the boatmen and allied trades was often demonstrated by periodic and organized civil disobedience. For example, in 1880 a statement of issues was drawn up by the boatmen and was circulated among the coal companies. Noting that "dissagreement has followed dissagreement strike has followed strike to the disturbance of trade and the injury of the coal shippers and boatmen alike," this document outlined the economic hardship endured by the boatmen and their families and proposed a fixed rate for shipment of cargo at \$1.10 per ton (*Cumberland Civilian* July 25, 1880). In general, the coal companies rejected the complaints of the boatmen and set the rate at \$1.00 per ton.

Operating a wharf at Cumberland was a profitable business. In 1874, wharf owners made \$344,000 on an investment of \$300,000 while in the same year the C&O Canal Company made only \$428,000 on a \$11,000,000 investment (Sanderlin 1946:246n). The rates charged by the wharf operators was of "great concern" to the C&O Canal Company. "The wharf owners received a handsome return on their relatively small capital outlay, and at the same time their rates were so high that they forced the canal directors to reduce their charges on the coal trade in order to compete with the railroads for business" (Sanderlin 1946:245).

Thus, throughout the third quarter of the nineteenth century the canal company attempted to obtain greater control of the business in the basin areas through leasing properties. In 1867, the canal company leased one acre of land along the canal to Lloyd Lowe for use as a "wharf for

SOURCE: *Hilder ca. 1896*

general shipping." The lease stipulated that Mr. Lowe would keep the premises in "good condition and repair" and allow inspections by C&O Canal Company agents (AC Deed Book 25:351). However, in 1873, the company recorded only two leased properties along the canal basins in Cumberland (Chesapeake and Ohio Canal Company 1873). It was in the 1880s that the C&O Canal Company purchased the largest wharf, leased the Potomac wharf, and "secured a permanent control over wharfage" at Cumberland (Sanderlin 1946:246).

By the late nineteenth century, developments along the canal basins had advanced to the point that the area was becoming an industrial landscape (Brewer 1894). Surrounding the "Main Basin of the C & O Canal" were "Shriver's Basin," seated adjacent to Wineow Street and the B&O Railroad, and the "Little Basin" located upriver of the control locks. A boatyard, a baseball park, and the Consolidation Coal Company's wharf are illustrated between the Main Basin and Wineow Street. In 1900, the C&O Canal Company proposed and erected a large coal loading wharf that sat astride Shriver's Basin (Chesapeake and Ohio Canal Company 1900).

The early twentieth-century photographic record of the Cumberland terminus (maintained at the C&O Canal National Historical Park) provides illustrative evidence for the historic land uses in the project area. Because of the importance of the transshipment trade, coal off-loading wharves are commonly pictured, with railroad cars located on over-water tracks dumping their black and dusty cargo into waiting canal boats below (Thompson [Photographic] Collection CM-13). Wooden bulkheading along the edge of the basins is visible in areas where substantial structural features, such as bridge abutments, were located (E.B. Thompson Collection CM-4). However, it appears that bulkheading or riprap did not line all of the canal banks and basin perimeters. Another illustration depicts the C&O Canal Company's boatyard (E.B. Thompson Collection CM-10) with a rectangular basin lined by apparently wooden bulkheading. In sum, the focus of activities at the canal terminus was in two areas, the transfer of coal from railroad car to canal boat and the construction, repair, and maintenance of the canal boat fleet.

In the early twentieth century, as the fortunes of the canal trade declined, the basins were gradually filled (see Figure 7). In 1912, the Western Maryland Railroad Company purchased the "Little Basin" north of the control locks with the intention of creating additional track space and constructing of a station. "The Railway Company proposes to fill in that portion of the Canal basin lying within the boundaries of the land herein agreed to be conveyed and hereby agrees to protect the Southerly edge of said fill by means of rip rap or stone slope wall to prevent erosion of said fill by the water entering the Canal through the feeder lock" (AC Deed Book 111:412). It is probable that similar measures were undertaken to prevent siltation of the active canal when other areas of the basins were filled during the early twentieth century.

At the same time, in 1912, the Western Maryland Railroad Company negotiated the right-of-way for a new curving railroad bridge that crossed the canal's control locks and Dam Number 8 and spanned the Potomac River to Ridgely, West Virginia. This bridge was constructed over the control locks "so as not to interfere with the maintenance and operation of said locks as now constructed and operated" (AC Deed Book 111:415).

In 1913, the Western Maryland Railroad opened a passenger and freight station on the site of the Little Basin. Between 1921 and 1949, the creek (or mill race) flowing into the Main Basin was filled. By 1916, Shriver's Basin had been completely filled in and the C&O Canal Company's basin wharf demolished (Smith 1978:148-149). The 1921 insurance map for the Wineow Street area shows only a remnant of what was Shriver's Basin extending from the main canal prism northward and eastward. In addition, the map depicts the railroad trestle running immediately to the north of the canal company boatyard as resting on earthen fill in the area previously occupied by Shriver's Basin (Sanborn 1921). The extent of the basins is illustrated on a 1924 map of Cumberland and vicinity (Figure 51) (Maryland Geological Survey 1924).

In 1941, the Maryland General Assembly passed a resolution that the canal lands within Cumberland be conveyed to the city for flood protection, highway construction, and the "elimination of conditions, within the canal basin detrimental to the health and comfort of the citizens of said city" (Mackintosh 1991:53). In 1945, the canal basin area west of Wineow Street and east of the C&O Canal Towage Company boatyard ruins was occupied by a north-facing baseball park with a grandstand and flanking bleachers (Mid-City Baseball Park) (Figure 52) (U.S. Army Corps of Engineers 1945). Citing "'frightful'" conditions within the canal basin area in 1956, a National Park Service study recommended the exchange of park lands near Cumberland for railroad-owned property at Harper's Ferry (Mackintosh 1991:104). In 1969, the National Park Service transferred 16.2 acres of the "ballpark tract in Cumberland" for 183.5 acres of land controlled by the Maryland State Roads Commission (Mackintosh 1991:105).

2. Cultural Resource Potential

a. Canal

Four features within the C&O Canal Park were identified: Dam No. 8, the control locks, the waste weir, and the stop lock. Of these, Dam No. 8 and the control locks at the terminus of the canal were substantially impacted by construction of the Western Maryland Railroad bridge and the U.S. Army Corp of Engineers flood control projects in the twentieth century. Specifically, the dam was dynamited during the flood control projects, and the control locks were incorporated into the existing bridge foundations. In the 1950s, floodwall construction along the east bank of the Potomac enveloped the surviving canal prism from the waste weir to the control locks (Figure 53). According to State Highway Administration plans for Alternative 4, the waste weir and stop lock appear to be outside of the area of proposed impact.

b. Basins

Although outside of the area now controlled by the C&O Canal National Historical Park, the canal basins are a potential resource, that is, they are clearly associated historically, functionally, and operationally with the canal itself. In use from the 1850s, and much altered over time, the canal basins appear to have been filled in preparation for industrial development during the early twentieth century. It is anticipated that many of the fill episodes will have required riprap or similar structural features in order to prevent siltation of the remaining canal and basin areas.

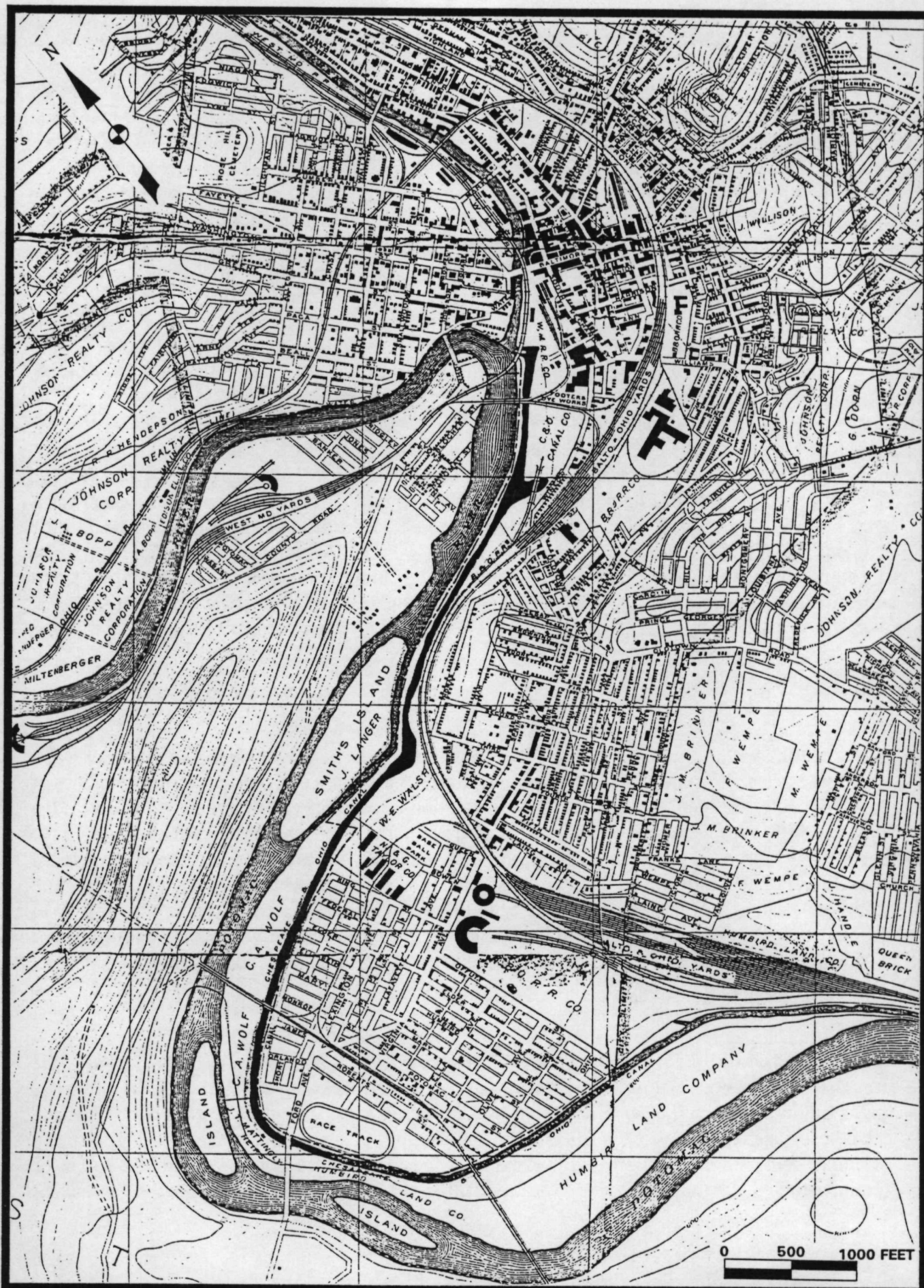


FIGURE 51: C&O Canal and Basins, 1924

SOURCE: Maryland Geological Survey 1924



FIGURE 53: Map of C&O Canal in Project Area, Circa 1980

SOURCE: Allegany County, Maryland Tourism and Public Relations ca. 1980

Potential archeological resources within the basins include: (1) the structure of the basins themselves, including sidings, wharves, and onshore facilities; (2) submerged canal boats and other watercraft; and (3) the landfill material itself. Of these, the landfill material is unlikely to possess significant information value. However, the physical structure of the basins and any craft contained within them would be an extremely significant archeological discovery.

K. HISTORIC PROPERTY NO. 11: POSSIBLE DWELLING AT THE CANAL BASINS

A possible dwelling located on a spit of high ground between the Main Basin and Shriver's Basin is indicated as Historic Property No. 11 on Archeological Base Map Sheet 4 (Figure 54). The property, located on Canal Park property, was selected for additional historical research in order to explore its potential historic archeological significance within the context of the development of transportation networks and canal operation.

1. Property History

The possible dwelling identified as Historic Property No. 11 was located on a spit of high ground east of the Main Basin of the C&O Canal and west of Shriver's Basin. In 1865, this land was apparently undeveloped and was owned by the heirs of David Shriver (Office of the Chief of Engineers 1865). The tract referred to as the "Basin Property" was sold to William Walsh by the heirs of David Shriver in February and December of 1868 (AC Deed Books 29:159; 27:18).

Deeds and census records refer to this area as the "Island" and as "Basin Wharf" (AC Deed Book 111:564; U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1900). A map of the canal basin area dated circa 1896 indicates that four structures stood on the island; the configuration of the structures suggests a pattern of two dwellings, each with an associated shed or other outbuilding (Hilder ca. 1896) (see Figure 50). Insurance maps generally did not cover this area, although by 1921, after Shriver's Basin was filled west of Wineow Street, one two-story frame dwelling is depicted in this area (Sanborn 1921). The dwelling represented on the Sanborn map is interpreted to correlate with the building shown south of Historic Property No. 11 on the circa 1896 Hilder map (see Figure 50).

Federal census records suggest that the dwellings on the island were occupied by tenants. The occupants included carpenters, shinglers, boat builders, boatmen, brick molders, painters, dressmakers, cart drivers, and other laborers (U.S. Bureau of the Census, Cumberland, Maryland, Population Schedule 1900).

If archeological testing reveals that intact cultural remains exist in this area, it is recommended that additional analysis of deed, census, and city directory information be undertaken.

2. Potential Cultural Resources

Archeological research on Historic Property No. 11 would provide additional information concerning the function of the structures indicated on the circa 1896 Hilder map. Based on

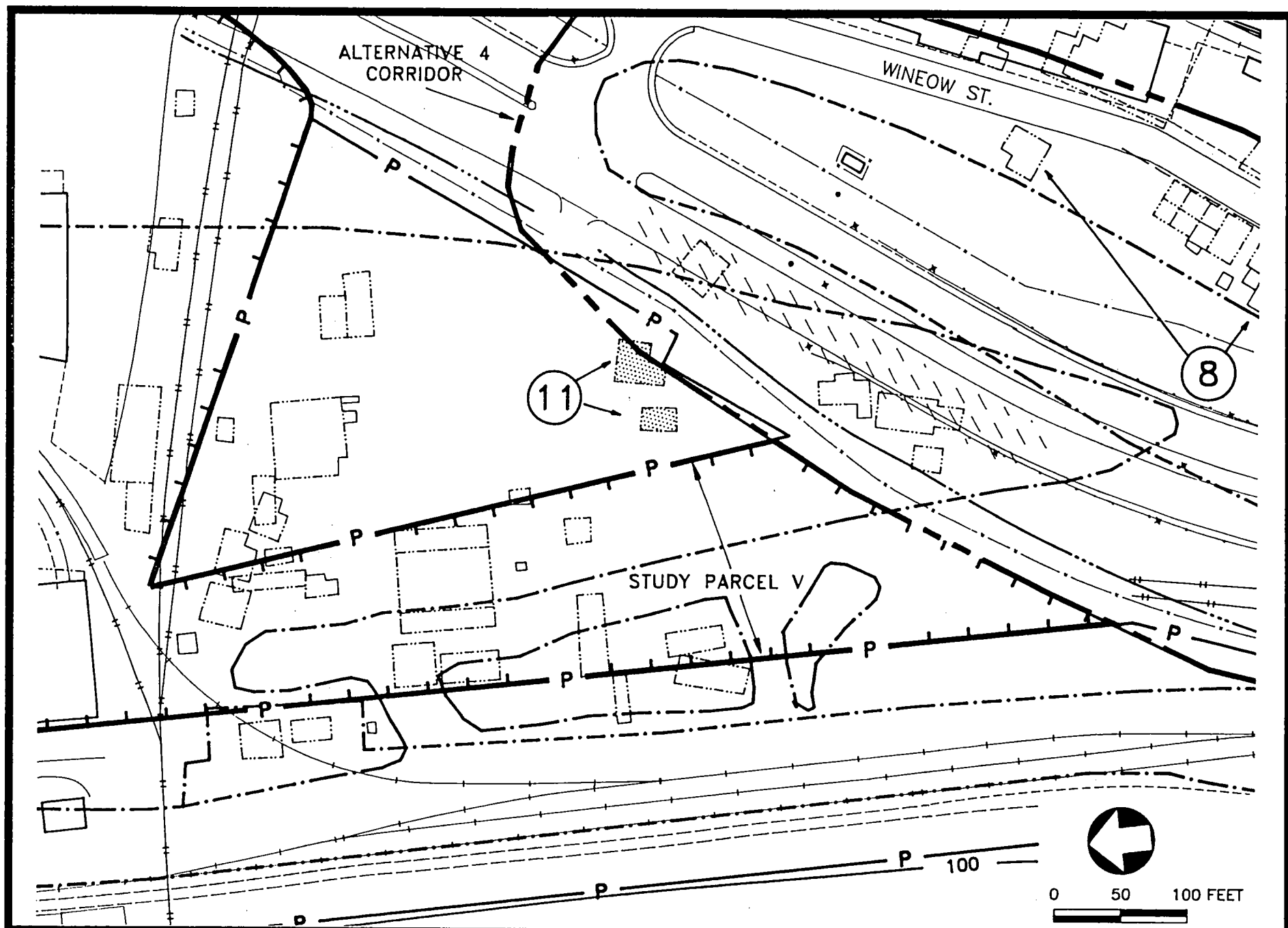


FIGURE 54: Predicted Location of Possible Dwelling at C&O Canal Basin

SOURCE: Archaeological Base Map Sheet 4

preliminary background research, it is believed that the structure may have been a tenant-occupied dwelling. Potential archeological expressions include foundations, basements, yard features, and artifact scatters which would provide additional information on the function of the structure, and on the occupants themselves.

Archeological research could contribute significantly to understanding the history of land use on this property. Given the history of flooding in this area, it is suspected that subsurface artifacts and features will be found in stratified contexts.

VII. SUMMARY AND RECOMMENDATIONS FOR FURTHER WORK

Two phases of documentary research were conducted on four proposed alternatives and five study parcels identified by the State Highway Administration. The first phase of work resulted in preparation of a series of archeological base maps showing areas of archeological sensitivity. Eleven locations exhibiting potential for historic archeological resources were subsequently identified and further, more detailed, documentary investigation was conducted for those properties.

A. PREHISTORIC ARCHEOLOGICAL POTENTIAL

Results of the background research, cartographic analysis, and pedestrian reconnaissance provided specific indications regarding the sensitivity or potential of the project alternatives and adjacent study areas for archeological resources. Recommendations concerning the need for further cultural resource investigations within the Canal Parkway Development Project were developed on this basis.

Background research suggests that the utilization of wetlands and riverine environments was common in the Appalachian Valley province of western Maryland during prehistoric times. Areas of prehistoric settlement were frequently located on elevated, well-drained landforms in proximity to water resources (Wall 1981). Recorded prehistoric sites display a correlation with particular environmental features; all of the recorded sites are associated with a stream, river, or wetland.

The proposed project area includes both wetlands and floodplains adjacent to the Potomac River. Based on the review of locational attributes for recorded prehistoric sites, LBA considered all project alternatives as areas of potential significance for locating prehistoric resources. Determination of prehistoric site potential was subsequently refined based on soil types and soil drainage (designated on Archeological Base Map Sheets 1, 2, and 3). Pedestrian reconnaissance indicated a number of areas (i.e., steep gradients, areas of modern highway construction) that were judged to have low potential for locating prehistoric archeological resources. Cartographic evidence of project area development further supported the observations made during the pedestrian reconnaissance.

Initially, five areas (designated A, B, C, D, and E) were identified as having prehistoric archeological potential and were considered for Phase I testing. However, based on subsequent Phase II historical background research, further consideration of USDA soil types located in the project area, and assessments of potential based on pedestrian reconnaissance, three of the five areas were later excluded from consideration for Phase I testing. The three areas excluded from further survey were Area A (measuring approximately 200x70 feet, and located outside of the project right-of way), Area C (measuring approximately 100x40 feet), and Area D (measuring approximately 270x130 feet). The two remaining areas are recommended for Phase I survey.

Area B measures approximately 500x280 feet and Area E measures approximately 4,800x1,120 feet. The locations of all five areas are illustrated on Archeological Base Map Sheets 1, 2, and 3. Each area is described below.

1. Area A

Area A comprises a small tract of land within the C&O Canal Park Land, near the northwestern boundary of Study Parcel V. On the basis of background information, which indicated that Dam No. 8 of the canal was once situated across the Potomac River approximately 100 feet south of Area A (see Archeological Base Map Sheets 1, 2, and 3), and information regarding soils in this location, it is concluded that severe surface disturbances have occurred in Area A. Therefore, Phase I investigations are not recommended for Area A.

2. Area B

Area B is located in Study Parcel V. It is situated between Maryland Route 51, to the east, and the C&O Canal Park Land, to the west. Somewhat poorly drained or moderately well drained Alluvial land-Urban land soils are present in Area B. On this basis, the potential for prehistoric archeological sensitivity is considered low to moderate. Additionally, background research indicates that Area B occupies an open tract of land situated between the canal basins. During operation of the canal, in the mid-nineteenth century, Area B was referred to as "the island." Cartographic evidence supports the supposition that Area B has not been developed. There are no structures presently located in Area B. For these reasons, Area B is considered to contain prehistoric potential and is therefore recommended for Phase I testing; the original boundaries of this area have been extended to include a maximum testable area for subsurface survey.

3. Area C

Area C comprises a tract situated along the eastern boundary of the C&O Canal Park Land and within Study Parcel IV. Somewhat poorly drained to moderately well drained Alluvial land-Urban land soils are present in Area C. Background research and historical maps indicate that Area C is part of a larger area cut and filled between 1850 and 1896 during dredging of the C&O Canal and construction of the wharves. The dredging and construction activities resulted in the formation of small, ephemeral islands within the Potomac River in areas parallel to the canal (Hilder ca. 1896). Because agreements to construct wharves in areas adjacent to the large island were common between 1850 and 1896, it appears that Area C is probably part of several man-made landforms. Both the degree of underlying soil preservation and the potential for locating prehistoric resources is considered extremely low. Therefore, Phase I investigations are not recommended for Area C.

4. Area D

Area D is located within Study Parcel IV, which makes up its northern edge, and Alternative 4, which comprises its southern boundary. The prehistoric potential for Area D is considered low. Variable fill deposits of the Cut and Fill Land association are present in Area D. Soils

of this association have been graded and filled with various materials, including hydraulic fill from the Potomac, slag, cinder, and shaly to stony mine waste (Stone and Matthews 1977). In addition, the eastern edge of Area D comprises a portion of the C&O Canal prism, which is now buried. The northern edge of Area D is located near the Potomac-Edison Substation. Based on its proximity to the substation, it is anticipated that buried electric cables would be encountered in Area D. As a result, Area D was eliminated from consideration for Phase I archeological testing.

5. Area E

Area E comprises much of the southern portion of the project area, and includes Canal Park property and properties located within the Alternative 2 Corridor. Because Area E is a large, noncontinuous segment of the proposed project area, it has been subdivided into sections defined primarily by property boundaries. These sections are designated Locus 2, Locus 3, and Locus 4. (Locus 1, which is not contained within Area E, is discussed separately below). Based on the soils present in Area E and the setting, which is judged to be favorable for the location of prehistoric sites, all four loci are recommended for Phase I archeological testing.

Locus 2, which measures approximately 330x50 feet, comprises part of a larger fenced lot utilized for tractor-trailer storage. Locus 2 is situated parallel to Ford Avenue, which lies to the east. The C&O Canal is 340 feet west of Locus 2, and the Potomac River, approximately 510 feet south. Initial reconnaissance indicated that the area of Locus 2 had been surficially disturbed by leveling and filling for construction of the tractor-trailer storage area and Ford Avenue. Deep fill deposits were therefore anticipated to be present in Locus 2. The recommendation to conduct Phase I archeological survey for Locus 2 is based on analysis of the soils at this location (deep, moderately well drained soils of the Philo series), and the close proximity of Locus 2 to the Potomac River.

Locus 3 and Locus 4 are defined separately because of property ownership; however, the two loci occupy the same landform (i.e., Level 1 terrace wetlands) and have the same elevation. Situated between Elizabeth Street, to the south, and Offut Street, to the north, Locus 3 measures approximately 650 feet in length (north to south) and 120 to 150 feet in width. Cumberland Box & Mill Company, Inc., is located 30 feet west of Locus 3, and the Potomac River is approximately 500 feet to the east. Locus 4 measures approximately 820 feet north to south and 150 feet east to west.

Moderately well drained Philo soils are present in both Locus 3 and Locus 4. On this basis, and also because of the close proximity of these loci to available water sources, prehistoric archeological sensitivity was judged to be moderate. Therefore, Phase I testing is recommended for both Locus 3 and Locus 4.

The remaining sections of Area E (those not included in the designated loci) were considered areas of low sensitivity for prehistoric resources. Background research and pedestrian survey indicated that these portions of Area E have been disturbed by topsoil removal, cutting and leveling from construction and demolition activities, and surface erosion resulting from flooding

of the Potomac River. The severe surface disturbances exhibited in these portions of Area E were apparently related primarily to the construction of the canal and the installation of railroad lines. Therefore, Phase I testing is not recommended for sections of Area E outside the boundaries of Locus 2, Locus 3, and Locus 4.

6. Locus 1

Locus 1, situated within the Alternative IV Corridor, comprises a tract of land measuring approximately 800 feet in length; it is 150 feet wide at the northernmost boundary and 50 feet wide at the southernmost boundary. It is situated between Maryland Route 51 (to the west) and South Wineow Street (to the east). Soils of the Cut and Fill Land association are present in Locus 1, and it is anticipated that intact soil deposits have been severely truncated or entirely removed as a result of the continuous urban renewal in this area. Therefore, the potential for locating prehistoric cultural resources in Locus 1 is considered extremely low. This locus correlates with Historic Property No. 8, discussed in the following section.

B. HISTORIC ARCHEOLOGICAL POTENTIAL

Of the eleven historic properties that were selected for intensive documentary investigation, five (Historic Property Nos. 1, 2, 3, 8, and 11) appear to possess the potential for significant archeological resources and have been recommended for further work. Two properties, Historic Property Nos. 5 and 6, are industrial sites that appear to be interesting archeologically but may have been compromised by the presence of hazardous substances. In addition, the canal basins, a portion of Historic Property No. 10, appear to have potential for significant archeological features; however, these resources may be contaminated by hazardous materials. Three properties (Historic Property Nos. 4, 7, and 9) do not appear to contain potentially significant archeological resources.

1. Alternative 2 Corridor

a. Historic Property No. 1: The B&O Railroad Roundhouse and Repair Shops

The area of immediate construction impact for the proposed Virginia Avenue expansion includes portions of three demolished B&O Railroad buildings—the 1896 roundhouse, the 1896 machine shop, and the 1913 boiler house. Structural remains of the demolished roundhouse, machine shop, and power house, and associated cultural deposits, may be expected to exist under historic fill materials. The types of features which can be expected include foundation walls, brick and concrete floors, and locomotive and car repair pits. Artifacts related to locomotive servicing, car rebuilding, and power generation activities may also be uncovered.

During the nineteenth century, railroad roundhouses were viewed as important technological accomplishments and often served as architectural landmarks within urban environments (Meeks 1956). If substantial structural or other material remains from the 1896 roundhouse and machine shops survive below ground, study of this resource could contribute to the current understanding of late nineteenth-century transportation networks, engineering, and architecture. Thus, Historic

Property No. 1 may augment the Industrial/Urban Dominance temporal context and the Transportation theme as defined by the Maryland Historical Trust (1986).

Based on these findings, a Phase I survey is recommended for this property. During the Phase I archeological work at the site it is recommended that use be made of blueprints and property records on file at the CSX Property Accounting Office, 100 North Charles Street, Baltimore.

b. Historic Property No. 2: Craddock House, 809 Virginia Avenue

There is a high level of probability for the recovery of significant archeological resources at Historic Property No. 2 reflective of a domestic occupation prior to urban development. In addition, the apparent lack of construction on the lot subsequent to the likely 1914 demolition of the house increases the potential for structural and depositional integrity. The property may contain information relevant to domestic occupations representing the Agricultural-Industrial Transition temporal period (Maryland Historical Trust 1986).

Based on these findings, a Phase I survey is recommended for this parcel.

2. Alternative 3 Corridor and Study Parcels I, II and III

a. Historic Property No. 3: Henry Shriver Farmhouse, 125/127 West Third Street

The Henry Shriver Farmhouse is an important example of an early small farm predating the expansion of Cumberland. It is highly probable that undisturbed archeological deposits are present around the house and in the yard. These cultural resources may make it possible to determine the date and sequence of construction for the house and identify activity areas surrounding the house.

Representing one of the earliest historic period cultural resources within the South Cumberland study area, the Shriver farmhouse may contribute to the understanding of the Agricultural-Industrial Transition and Industrial/Urban Dominance temporal periods and the Agriculture theme defined by the Maryland Historical Trust (1986).

A Phase I survey is recommended for this property.

b. Historic Property No. 4: Store and Dwelling, 521/523 Virginia Avenue

The building at 521/523 Virginia Avenue was established during the late nineteenth century as a boardinghouse. In 1900, the site was occupied by a grocery and residence. This land use continued throughout most of the twentieth century, with the addition of a restaurant in the late 1930s. Potential archeological remains at this property would include yard area refuse related primarily to the domestic occupation of the house in the twentieth century. The information value of assemblages of this type is considered minimal.

No further archeological investigations are recommended for this property.

c. Historic Property No. 5: Glass Works

Glass was manufactured at the site of the Warren/South Cumberland/Eastern/Maryland glassworks from approximately 1880 until the mid 1930s. The archeological potential for this property stems from the information it may contain on technology and spatial organization of the manufacturing process for glassware. Such information could contribute to the study of industrial archeology and the Industrial Economic theme within the Industrial/Urban Dominance temporal period (Maryland Historical Trust 1986). However, because lead-crystal glassware was produced at this factory, the archeological potential for this property might be compromised by the presence of hazardous materials.

If the property is found to be clear of hazardous materials, then a Phase I survey is recommended.

d. Historic Property No. 6: Taylor Tin Mill

Consisting of a dozen major industrial structures and dozens of ancillary buildings and features, Historic Property No. 6 has the potential to yield significant archeological resources. There remains a high probability of at least partial integrity for several of the subsurface foundations. It appears likely that some evidence of the early structures may still exist. This resource has the potential to strengthen the current understanding of the Industrial Economic theme described within the Industrial/Urban Dominance temporal period (Maryland Historical Trust 1986).

The cultural resource potential of this property is compromised by the high probability of toxicity within the subsurface strata. Hazardous materials were a by-product of the manufacturing processes and are very likely to be present. These materials may be found either in pits or ditches, dating to the period of production, or in fill layers which were spread over the site after the phase of plant demolition.

If the property is determined to be free of hazardous substances, a Phase I survey is recommended.

e. Historic Property No. 7: Dwelling, 217 King Street

The archeological potential for the residence at 217 King Street appears to be limited. Although the house foundation may have substantial integrity, portions of the lot were built upon subsequent to demolition of the house. Intact yard deposits dating to the early twentieth century are generally considered to have limited information value.

No further archeological studies are recommended for this property.

3. Alternative 4 Corridor

a. Historic Property No. 8: Wineow Street Neighborhood

The Wineow Street Neighborhood is historically characterized by relative uniformity in class and occupational status. Although individual lots are unlikely to be assignable to known domestic occupations, the cohesion of the neighborhood suggests that surviving archeological remains would be reflective of a known group, if not of known individuals or households. Archeological investigations of Cumberland's "Shanty Town" may contribute information regarding the social, material, and community organization of this neighborhood that appears to be poorly documented by written records. Because of its intimate association with the development of the C&O Canal, the Wineow Street Neighborhood is representative of the Agriculture-Industrial Transition period (Maryland Historical Trust 1986).

As a result of these findings, a Phase I archeological survey of this property is recommended.

b. Historic Property No. 9: Pump House

The cultural resource potential of Historic Property No. 9 appears to be minimal. The structure encased a series of sophisticated machines that do not appear to have been integrated into the architectural or engineering attributes of the house itself. The facility was modified at least once and the equipment was upgraded frequently. The system by which the water was distributed across the plant was also changed. Thus, the information value of the possibly surviving foundation is considered limited.

No further work is recommended for this property.

4. Study Parcels IV and V

No potentially significant historical properties were identified in these study parcels.

5. C&O Canal Park Land

a. Historic Property No. 10

1) C&O Canal. Four features within the C&O Canal National Historical Park were identified: Dam No. 8, the control locks, the waste weir, and the stop lock. Dam No. 8, the control locks, and the canal prism at the terminus of the canal were substantially impacted by construction of the Western Maryland Railroad bridge, the U.S. Army Corps of Engineers flood control projects, and a sanitary sewer line in the twentieth century. The dam was dynamited during the flood control projects, and the control locks were incorporated into the existing bridge foundations. As depicted on proposed development maps provided to LBA by the State Highway Administration, the waste weir and stop lock appear to be outside the area of proposed impact.

No further work is required.

2) C&O Canal Basins. Although outside of the area now controlled by the C&O Canal National Historical Park, the canal basins are clearly associated historically, functionally, and operationally with the canal itself. In use from the 1850s, and much altered over time, the canal basins appear to have been filled in preparation for industrial development during the early twentieth century. Potential archeological resources within the basins include: (1) the structure of the basins, including sidings, wharves, and onshore facilities; (2) submerged canal boats and other watercraft; and (3) the landfill material itself. The physical structure of the basins and any craft contained within them could possess significant archeological research value for the Transportation theme during the Agricultural-Industrial Transition and the Industrial/Urban Dominance temporal periods (Maryland Historical Trust 1986). The landfill material is unlikely to possess significant archeological research value. Its research value is further brought into question by the likely presence of hazardous waste materials.

If the property is determined to be free of hazardous substances, a Phase I survey is recommended.

b. Historic Property No. 11

Archeological research on Historic Property No. 11, a possible dwelling situated east of the Main Basin of the C&O Canal and west of Shriver's Basin, could contribute significantly to understanding the history of land use at this location. Based on preliminary background research, it is suspected that the structure was a tenant-occupied dwelling. Potential archeological expressions include foundations, basements, yard features, and artifact scatters which would provide additional information on the function of the structure, and on the occupants themselves. Given the history of flooding in this area, it is suspected that subsurface artifacts and features will be found in stratified contexts.

As noted, remaining features associated with the canal, including the guard lock, feeder lock, stop lock, and waste weir, located along the canal prism in South Cumberland, have not been recorded either for the Historic American Buildings Survey (HABS) or for the Historic American Engineering Record (HAER). In the absence of HABS/HAER documentation, it is believed that Historic Property No. 11, presumably a domestic occupation, may contain information that contributes to the understanding of the Agricultural-Industrial Transition and Industrial/Urban Dominance temporal periods and the Transportation theme defined by the Maryland Historical Trust (1986).

As a result of these findings, a Phase I archeological survey of this property is recommended.

REFERENCES CITED

Adovasio, James M., and William C. Johnson

1981 The Appearance of Cultigens in the Upper Ohio Valley: A View from Meadowcroft Rockshelter. *Pennsylvania Archaeologist* 51:63-80.

Allegany County [AC] Records

Certificate of Incorporation, Circuit Court Equity Cases, Deeds, Judgments, Mortgages, Plat Boxes and Maps, Tax Records, Wills. Allegany County Courthouse, Cumberland, Maryland.

Tax Assessments. Allegany County Jail Building, Cumberland, Maryland.

Andrews, Ron (Maryland Historical Trust)

1993 Personal Communication.

[The] Automatic Block

1987 B&O Roundhouse & Shops about 1940. In *The Automatic Block* 9(3):1 (Monthly Newsletter published by the Western Maryland Chapter, National Railway Historical Society).

Baltimore and Ohio Magazine

1924 Cumberland Business Men See Things at Night in Our Shops. *Baltimore and Ohio Magazine* June 1924:9-21.

1928 Back Shop Men Play "Santa" for Thousands of Cumberland's Kiddies, December 23. *Baltimore and Ohio Magazine* January 1928:30-31.

1961 Modernized Diesel Shop at Cumberland. *Baltimore and Ohio Magazine* May 1961:4-7.

Baltimore and Ohio Railroad Company

1897 *Seventy-First Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company, for the Year Ended June 30, 1897.* The John D. Lucas Printing Company, Baltimore.

1914 *Eighty-Eighth Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company, for the Year Ended June 30, 1914.* Office of the Secretary, Baltimore.

- 1960 *Description of the New Westward Transportation Yard at Cumberland, Maryland, September 6, 1960.* The Baltimore and Ohio Railroad Company, Eastern Region. Reprinted 1990 by the Baltimore and Ohio Railroad Historical Society, Baltimore.
- Barse, Mary F.
1990 *Archeological Survey of U.S. Route 220, Alternatives 2, 4, 2 Modified, and 4 Modified, Allegany County, Maryland.* Maryland Geological Survey, Division of Archeology File Report No. 243.
- Bishop, James W.
1976 *The Glass Industry of Allegany County, Maryland. Cumberland, Mt. Savage, Lonaconing, Lavale.* James W. Bishop, Cumberland.
- Brewer, H.W.
1894 *Plat of Chesapeake and Ohio Canal Co's Property.* On file at the National Capital Region, National Park Service, Washington, D.C.
- Broyles, B.J.
1971 *Second Preliminary Report: The St. Albans Site, Kanawha County, West Virginia, 1964-1968.* West Virginia Geological and Economic Survey, Report of Archaeological Investigations No. 3. Morgantown.
- Campbell, David S. (editor)
1952 *Economic Development in the Cumberland, Maryland, Area.* Prepared by the United States Department of Commerce and United States Department of Labor, in cooperation with the United States Departments of Agriculture and Interior, Federal Housing Administration, Federal Security Agency, and associated State Agencies, at the request of the Steering Committee of Economic Development for Allegany County.
- Carbone, Victor A.
1976 *Environment and Prehistory in the Shenandoah Valley.* Ph.D. dissertation, Department of Anthropology, The Catholic University of America, Washington, D.C.
- Chesapeake and Ohio Canal Company
1828 *Geddes & Roberts Survey and Level Book.* Chesapeake and Ohio Canal Company. National Archives, Record Group 79, Entry 225.
- 1828-1837 *Records Concerning Land.* Chesapeake and Ohio Canal Company. National Archives, Record Group 79, Entry 221, Box 1, Folder 1 out of 4.

1851 *Report to the Stockholders on the Completion of the Chesapeake and Ohio Canal to Cumberland, with a Sketch of the Potomac Company, and a General Outline of the History of the Chesapeake and Ohio Canal Co., from its Origin to February 1851.* D. Schley and T. Haller, Frederick, Maryland.

1873 *Register of Water Leases, Houses, and Lands.* Chesapeake and Ohio Canal Company. National Archives, Record Group 79, Entry 298.

1878 *Register of Boats.* Chesapeake and Ohio Canal Company. National Archives, Record Group 79, Entry 237.

1900 *Map Showing B&O Railroad Connections with the West Virginia Central over C&O Canal Co's Wharf and Proposed New Wharf for C&O Canal Co. at Cumberland Maryland.* Chesapeake and Ohio Canal Company. On file at the National Capital Region, National Park Service, Washington, D.C.

1923 *Daily Reports of Boats and Cargos Arriving and Clearing and Daily Exhibits of Business Transacted.* Chesapeake and Ohio Canal Company. National Archives, Record Group 79, Entry 253.

City of Cumberland

1987 *Bicentennial Cumberland, Maryland, 1787-1987. A City in Celebration.* City of Cumberland.

Coe, Joffre L.

1964 *Formative Cultures of the Carolina Piedmont. Transactions of the American Philosophical Society* 54 (5).

Cowin, Verna L.

1985 *The Woodland Periods.* In *A Comprehensive State Plan for the Conservation of Archaeological Resources, Volume II*, prepared by Paul A. Raber, pp. 185-193. Pennsylvania Historical and Museum Commission, Harrisburg.

Cumberland Civilian, July 25, 1880; June 22, 1890.

Cumberland Evening Times

1943 *Dismantling Old B. & O. Round House.* May 11, 1943:11.

Cumberland Sunday Times

1960 *Cumberland and B & O History, Economy Interwoven for 118 Years.* May 8, 1960, Sunday Supplement:6.

Cumberland Times-News

1988 *CSX Breaks Ground for Car Repair Shop.* July 8, 1988:11.

- 1989 CSX Officials Open \$5.6 Million Car Shop Here. May 18, 1989:1.
- Dalher, A.J.
1954 *N. and G. Taylor Company Inc., Cumberland, Maryland. General Plan of Works.* Redrafted from original made December 1, 1924, by Leander Schaidt. Allegany County Plat Map No. 125.
- Dent, George
1806 Plat Map of Cumberland, Maryland. In *History of Allegany County, Maryland*, James W. Thomas and Judge T.J.C. Williams, L.R. Titsworth & Company, 1923.
- DeWitt, John O.
1975 *Map of City of Cumberland, Allegany County, Maryland.*
- Dorsey, H. Michael
1985 *Phase I Archaeological Reconnaissance of the Proposed Farms Industrial Park Expansion Project, Allegany County, Maryland.* Report prepared for the Allegany County Economic Development Council, Cumberland, Maryland.
- 1986 *A Phase I Archaeological Reconnaissance of the Northern Section of the Proposed Charlestown Bypass, Jefferson County, West Virginia.* West Virginia Department of Highways.
- Dragoo, D.W.
1971 Adena in the Upper Ohio Valley. In *Foundations of Pennsylvania Prehistory*, edited by Barry Kent et al., pp. 203-222. Pennsylvania Historical and Museum Commission, Harrisburg.
- Dumont, E.
1979 Of Paradigms and Projectile Points: Two Perspectives on the Early Archaic in the Northeast. *Bulletin of the New York State Archaeological Association* 75:38-52.
- Encyclopaedia Britannica*
1982 15th Edition, Vol. 18, Chicago.
- Engineering-Science, Inc.
1987 *Proposal to Conduct Phase II Archaeological Survey, Mexico Farms Industrial Park Expansion Project, Allegany County, Maryland.* Prepared for the Allegany Department of Economic Development, Cumberland.
- Fowke, Gerard
1894 *Archaeologic Investigations in the James and Potomac Valleys.* Bureau of American Ethnology Bulletin No. 23. Smithsonian Institution, Washington, D.C.

- Friedlander, Amy
1991 *Salem Maritime National Historic Site, Historical Research 1626-1990*. Report prepared for the National Park Service, Denver Service Center - Eastern Team by the Cultural Resource Group, Louis Berger & Associates, Inc., East Orange, New Jersey.
- Gardner, William M.
1974 *The Flint Run Paleo-Indian Complex: A Preliminary Report, 1971-73 Seasons*, edited by William M. Gardner. The Catholic University of America, Department of Anthropology, Archaeology Laboratory, Occasional Publication No. 1.

1977 Flint Run Paleoindian Complex and Its Implications for Eastern North American Prehistory. *Annals of the New York Academy of Sciences* 288:257-263.
- Gosnell, E.L.
1919 New Heavy Repair Shops at Glenwood and Cumberland the Last Word in Efficiency. *Baltimore and Ohio Employee Magazine*, March 1919:15-18.
- Griffin, Sam
1899 *The Independent Industrial and Historical Edition: Cumberland, Its Industries and Its Men*. Independent Publishing Co. On file at the Allegany Historical Society.
- Hahn, Thomas F.
1979 *Chesapeake and Ohio Canal Old Picture Album*. American Canal and Transportation Center, Sheperdstown, West Virginia.

1984 *The Chesapeake & Ohio Canal: Pathway to the Nation's Capital*. The Scarecrow Press, Metuchen, New Jersey.

1991 *Towpath Guide to the Chesapeake and Ohio Canal: Georgetown Tidlock to Cumberland*. American Canal and Transportation Center, Sheperdstown, West Virginia.
- Harwood, Herbert H., Jr.
1979 *Impossible Challenge. The Baltimore and Ohio Railroad in Maryland*. Barnard, Roberts and Company, Inc., Baltimore.
- Helms, Alison, and Michael L. Alterman
1992 *Documentary Research and Production of Historical Base Maps, Steamtown National Historic Site, Scranton, Pennsylvania*. Report prepared for the National Park Service, Denver Service Center - Eastern Team by the Cultural Resource Group, Louis Berger & Associates, Inc., East Orange, New Jersey.

- Helms, Alison, and Bradford Botwick
1993 *Draft Archeological Overview of West Overton Village, East Huntingdon Township, Westmoreland Count, Pennsylvania.* Report prepared for the National Park Service, Denver Service Center - Eastern Team by the Cultural Resource Group, Louis Berger & Associates, Inc., East Orange, New Jersey.
- Herbstritt, James T.
1980 *Prehistoric Archaeological Site Survey: Pennsylvania Region II, Southwestern Pennsylvania.* Prepared under the supervision of Dr. Ronald L. Mitchell, California State College, California Pennsylvania. Submitted to the Pennsylvania Historical and Museum Commission, Harrisburg.
- Hilder, F.C.
ca. 1896 *Map of the Property of the C&O Canal Company. From Below Cunninghams to Cumberland.* On file at the C&O Canal National Historical Park, Sharpsburg, Maryland.
- Hollis, Jeffrey R., and Charles S. Roberts
1992 *East End Harpers Ferry to Cumberland 1842-1992.* Barnard, Roberts and Company, Inc., Baltimore.
- Hungerford, Edward
1928 *The Story of the Baltimore and Ohio Railroad 1827-1927.* Volumes I and II. G.P. Putnam's Sons, New York/London.
- Hunt, J. William
"Across the Desk." Column appearing in *Cumberland Times-News*, March 19, 1950.
- [An] Italian Scrapbook
1987 Ms. on file at the Allegany County Community College Library.
- John Milner Associates, Inc.
1993 *Phase I and Phase II Archeological and Historical Investigations, Station Square Project, Cumberland, Maryland.* Report prepared for the Maryland Department of Transportation by John Milner Associates, Inc., West Chester, Pennsylvania. Maryland State Highway Administration Archeological Report No. 62.
- Keller, Genevieve P.
1976a Maryland Historical Trust Inventory Form for State Historic Sites Survey AI-IV-138: "Egypt" (Lower Cumberland).
1976b Maryland Historical Trust Inventory Form for State Historic Sites Survey AI-IV-139: "South Cumberland."

Kimberly, W.B. (compiler)

1908 *Cumberland and George's Creek Region*. Industrial Supplement to the Daily News. Available at the Allegany County Library, Cumberland.

Kneberg, Madeline

1956 Some Important Projectile Points Found in the Tennessee Area. *Tennessee Archaeologist* 12:17-28.

Kraft, H.C.

1975 *The Archaeology of Tocks Island Area*. Archaeology Research Center, Seton Hall University Museum, South Orange, New Jersey.

Kytle, Elizabeth

1983 *Home on the Canal*. Seven Locks Press, Cabin John, Maryland/Washington, D.C.

Lee, Glen (Former B&O Employee)

1993 Personal Communication.

Louis Berger & Associates, Inc. [LBA]

1993 *Phase III Archaeological Investigations, 18Ag167 and 18Ag168, and Supplemental Phase II Investigations, 18Ag168, Federal Correctional Complex, Federal Bureau of Prisons, Cumberland, Allegany County, Maryland*. Prepared for United States Department of Justice, Federal Bureau of Prisons, Washington, D.C., by Louis Berger & Associates, Inc., East Orange, New Jersey.

Lowdermilk, Will H.

1878 *History of Cumberland, Maryland*. James Anglim, Washington, D.C.

Mackintosh, Barry

1979 Chesapeake and Ohio Canal National Register of Historic Places Inventory-Nomination Form. On file at the Maryland Historical Trust, Crownsville, Maryland.

1981 Western Maryland Railway Right-of-Way National Register of Historic Places Inventory-Nomination Form. On file at the Maryland Historical Trust, Crownsville, Maryland.

1991 *C & O Canal: The Making of the Park*. History Division, National Park Service, Washington, D.C.

Maryland Department of Transportation

- 1993 *Statement of Purpose and Need for the Canal Parkway Development Study in Allegany County, Maryland.* On file at the Maryland Department of Transportation, State Highway Administration, Baltimore, Maryland.

Maryland Geological Survey

- undated *Cumberland and Vicinity.* Available at the Allegany County Community College, Cumberland.

Maryland Historical Trust

- 1976 *Inventory Form for State Historic Sites Survey.* Prepared by Genevieve P. Keller, Land and Community Associates, Charlottesville, Virginia. On file at the Maryland Historical Trust, Annapolis, Maryland.
- 1986 *The Maryland Comprehensive Historic Preservation Plan: Planning the Future of Maryland's Past.* Maryland Historical Trust, Department of Economic and Community Development.
- 1987 *How to Use Historic Contexts in Maryland: A Guide for Survey, Registration, Protection and Treatment Projects.* Preservation Policy White Paper No. 9. Prepared by the Maryland Historical Trust, Office of Management and Planning.

Mayor and City Council of Cumberland, Maryland.

- 1987 *Cumberland Historical Buildings. In Celebration of Cumberland's Bicentennial 1787-1987. A Pictorial Review.* Mayor and City Council of Cumberland.

Meeks, Carroll L.V.

- 1956 *The Railroad Station: An Architectural History.* Yale University Press, New Haven.

McNamara, Joseph M.

- 1981 *Guidelines for Archaeological Investigations in Maryland.* Maryland Historical Trust, Annapolis.

McNett, Charles (editor)

- 1980 *Shawnee-Minisink: A Paleo-Indian to Early Archaic Stratified Site in the Upper Delaware Valley.* Academic Press, New York.

Michael, Edward V.

- 1968 *Introduction to West Virginia Archaeology.* 2nd edition revised. Educational Series, West Virginia Geological and Economic Survey, Morgantown.

Miller, Herman J.

- 1978 *Cumberland, Maryland Through the Eyes of Herman J. Miller. An Oral History Project.* Michael Stegmaier, Project Supervisor, and Dr. Harry Stegmaier, Project Director. Community Development Program Office, Cumberland.

National Park Service

- n.d. *Waste Wier and Stop Lock.* On file at the National Capital Region, National Park Service, Washington, D.C.
- 1948 *Detail of Old C&O Canal Feeder Lock at Cumberland, Maryland.* On file at the National Capital Region, National Park Service, Washington, D.C.
- 1954 *Left Hand Boat Lock Set and Right Hand Feeder Lock Set.* On file at the National Capital Region, National Park Service, Washington, D.C.

Office of the Chief of Engineers

- 1865 *Map of Cumberland, Allegany Co., Maryland.* Records of the Office of the Chief of Engineers, United States War Department. National Archives, Alexandria, Virginia. RG 77, File 2140.

Orr, Kenneth G.

- 1976 *A Preliminary Archeological and Historical Reconnaissance for F.A.P. f-935-1(5) Maryland Route 51 from 0.32 Miles East of Cumberland to North Branch.* Report submitted to Messer Associates, Inc.
- 1977 *A Intensive Archeological Survey of Maryland Route 51 from North Branch to Cumberland.* Report submitted to Messer Associates, Inc.

Polk, R.L. and Company

City Directories, Years 1913-1993. R.L. Polk and Company. Printed in Richmond, Virginia, and Pittsburgh, Pennsylvania. On file at the Allegany Community College, Appalachian Collection Room, Cumberland.

Preservation Society of Allegany County, Maryland

- 1981 *Cumberland. Its Historic Neighborhoods.* Preservation Society of Allegany County, Cumberland, Maryland.

Ritchie, William A.

- 1971 *A Typology and Nomenclature for New York Projectile Points.* Revised. New York State Museum and Science Service Bulletin No. 384.

Sanborn Map Company

- 1904 *Sanborn Insurance Company Map of Cumberland, Maryland.* Sanborn Map Company, New York.

- 1910 *Sanborn Insurance Company Map of Cumberland, Maryland.* Sanborn Map Company, New York.
- 1921 *Sanborn Insurance Company Map of Cumberland, Maryland.* Sanborn Map Company, New York.
- 1941 *Sanborn Insurance Company Map of Cumberland, Maryland.* Sanborn Map Company, New York.
- 1949 *Sanborn Insurance Company Map of Cumberland, Maryland.* Sanborn Map Company, New York.

Sanborn Map and Publishing Company

- 1887 *Insurance Map of Cumberland, Maryland.* Sanborn Map and Publishing Company, New York.

Sanborn-Perris Map Company

- 1892 *Insurance Maps of Cumberland, Maryland.* Sanborn-Perris Map Company, New York.
- 1897 *Insurance Maps of Cumberland, Maryland.* Sanborn-Perris Map Company, New York.

Sanderlin, Walter S.

- 1946 *The Great National Project: A History of the Chesapeake and Ohio Canal.* Johns Hopkins Press, Baltimore.

Schaidt, H.W.

- 1917 *Map Showing Property Belonging to the Eastern Glass & F. Merten's Sons. South Cumberland, Maryland.* Allegany County Deed Book 123:439.

Schaidt, John

- 1894 *Unnamed Plan of South Cumberland, Maryland.* On file at the Allegany County Clerk's Office, Plat Box 98.

Scharf, J. Thomas

- 1968 *History Of Western Maryland.* Baltimore.

Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin

- 1980 *A Pictorial History, Allegany County.* Donning, Virginia Beach/Norfolk.

Shaffer, Gustava Louise

1936 *Frontier Settlement and Defense of Allegany County, 1742-1775*. Master's thesis, West Virginia University, Morgantown. Available at Frostburg State University, Frostburg, Maryland.

Smith, Edward D.

1978 *Historic Resource Study, Cumberland, Maryland, Chesapeake and Ohio Canal National Historical Park, Maryland, District of Columbia, and West Virginia*. Denver Service Center, National Capital Team, National Park Service, Denver, Colorado.

Squires, Jim (Former B&O employee, present CSX Employee)

1993 Personal Communication.

Stegmaier, Harry I., Jr., David M. Dean, Gordan E. Kershaw, and John B. Wiseman

1976 *Allegany County, A History*. McClain Printing Company, Parsons, West Virginia.

Stewart, R. Michael, and Judson M. Kratzer

1989 Prehistoric Site Locations on the Unglaciaded Appalachian Plateau. *Pennsylvania Archaeologist* 59:19-36.

Stone, Kenneth M., and Earle D. Matthews

1977 *Soil Survey of Allegany County, Maryland*. United States Department of Agriculture, Soil Conservation Service.

Thomas, James W., and T.J.C. Williams

1923 *History of Allegany County, Maryland*. L.R. Titsworth & Company.

Thompson [Photography] Collection

Chesapeake and Ohio Canal National Historical Park, Sharpsburg, Maryland.

United States Army Corps of Engineers

1945 *Topography of Wills Creek and West Cumberland Areas. Local Flood Protection, Cumberland, Maryland, and Ridgeley, West Virginia*. United States Army Corps of Engineers.

1948 *General Plan and Sheet Index, Local Flood Protection Project, Cumberland MD. and Ridgeley, W.VA*. On file at the National Park Service, National Capital Headquarters, Washington, D.C.

1956 *Channel Improvement, North Branch, Potomac River, Railway Relocations Plan and Profiles*. Local Flood Protection Project, Cumberland, Maryland, and Ridgeley, West Virginia.

United States Bureau of the Census

Population Schedules for Cumberland, Maryland, Years 1850-1920. On file at the Allegany Community College, Appalachian Collection Room, Cumberland.

Agricultural Schedule for Allegany County, Maryland, 1860. Available on microfilm at the Maryland State Archives, Annapolis.

United States Coast Survey

1864 *Cumberland and Vicinity, Maryland.* Surveyed under the direction of Lt. J.R. Meigs, United States Engineer Office. Records of the Office of the Chief of Engineers, National Archives, Alexandria.

United States Engineer Office

1940 *Topography of Rigley Area, North Branch Potomac River, Flood Protection Project for Cumberland, Md.* United States Engineer Office, Washington, D.C.

United States Geological Survey [USGS]

1974 *Cresaptown, W. VA. - MD.* 7.5 minute topographic quadrangle.

1981 *Cumberland, MD. - PA. - W. VA.* 7.5 minute topographic quadrangle.

Unrau, Harlan D.

1975 *Historic Structure Report: Dam No. 8 and its Associated Structures, Chesapeake and Ohio Canal National Historical Park: Maryland, District of Columbia, and West Virginia.* Denver Service Center, National Park Service, Denver.

Vokes, Harold E., and Jonathan Edwards, Jr.

1974 *Geography and Geology of Maryland.* Revised edition. Maryland Geological Survey Bulletin No. 19. Baltimore.

Wagner, Daniel P.

1992 *Pedology and Geomorphology of the Station Square Site, Cumberland, Maryland. Appendix to Phase I and Phase II Archeological and Historical Investigations, Station Square Project, Cumberland, Maryland.* Report prepared for the Maryland Department of Transportation by John Milner Associates, Inc., West Chester, Pennsylvania. Maryland State Highway Administration Archeological Report No. 62.

Wall, Robert D.

1981 *An Archaeological Study of the Western Maryland Coal Region: The Prehistoric Resources.* Prepared for the Maryland Bureau of Mines, Frostburg, Maryland.

1985 *A Management Plan for Western Maryland Archeological Resources.* Report submitted to the Maryland Historical Trust, Annapolis.

- 1991 Early to Middle Archaic Occupations in Western Maryland: A Preliminary Model. *Journal of Middle Atlantic Archaeology* 7:53-65.
- 1992 Lithic Resource Utilization in Western Maryland Prehistory. *Journal of Middle Atlantic Archaeology* 8:1-9.
- Ware, Donna, and Geoffrey Henry
1983 Downtown Cumberland Historic District National Register of Historic Places Inventory-Nomination Form. On file at the Maryland Historical Trust, Crownsville, Maryland.
- Warren-Findley, Jannelle
1991 *The Ends of "A Magnificent Work": A History of the C&O Turning Basins at Cumberland, Maryland, 1835-1958*. National Park Service, National Capital Region, Washington, D.C.
- Weaver, Joseph H.
1987 *Cumberland, Maryland. The Birth and Growth of a Victorian City*. The City of Cumberland.
- Wesler, Kit W., Dennis J. Pogue, Aileen F. Button, Robert J. Hurry, Gordon J. Fine, Patricia A. Sternheimer, and E. Glyn Furgurson
1981 *The M/DOT Archaeological Resources Survey. Volume 4: Western Maryland*. Maryland Historical Trust Manuscript Series, No. 8.
- Wolfe, George "Hooper"
1972 *I Drove Mules on the C&O Canal*. Fourth printing. Available at the Allegany Community College Library, Appalachian Collection.

APPENDIX A

SUMMARIES OF PROPERTY OWNERSHIP

TABLE 1

COUNTY RECORDS PERTAINING TO HISTORIC PROPERTY NO. 1

- 1849 Indenture from Henry A. Jameson, trustee of estate of Mary O'Neale (d. 1840), to Peter Smith for Lots 30, 31, and 32 (which include all of the land utilized for the roundhouse and repair shop facility, but not all of the land now occupied by the yards), part of the tract of land called "The Brothers," December 17, 1849 (Allegany County [hereafter referred to as AC] Deed Book 10:224).
- 1865 Court Case: Allegany County Circuit Court writ of *feri facias*. Judgment of *scire facias* against John Smith, Katherine Smith, and Joseph G.P. Johnson, and in favor of George A. Pearre, guardian, October 1865.
- 1868 Indenture from Peter Smith Estate, under control of Basil T. Gorlitz, Allegany County Sheriff, to George A. Pearre for Lots 30, 31, and 32, September 1868 (AC Deed Book 27:648).
- 1872 Indenture from George A. Pearre to John A. Graham for Lots 30, 31, and 32, October 16, 1872 (AC Deed Book 38:31).
- 1890 Indenture from Helen B. Graham (widow of John A. Graham) and other Graham heirs to Lloyd Lowndes, to be conveyed by him to the person or corporation designated by the Baltimore and Ohio Railroad Co., for part of the Lot 30, 31, 32 tract, November 25, 1890 (AC Deed Book 69:505).
- 1891 Indenture from Lloyd Lowndes and Elizabeth T. Lowndes (his wife) to the Real Estate and Improvement Co. of Baltimore City, January 24, 1891 (AC Deed Book 69:510).
- 1891 Indenture from Helen B. Graham (widow of J.A. Graham) and other Graham heirs to J. Wilson Humbird for the portion of the Lot 30, 31, 32 tract not sold to Lloyd Lowndes, April 27, 1891 (AC Deed Book 70:1).
- 1894 Indenture from Maud Graham to the Real Estate and Improvement Co. of Baltimore City for a relinquishing of her claim, now that she had come of age, to the tract sold by Helen B. Graham and other Graham heirs to Lloyd Lowndes and from Lowndes to the Real Estate and Improvement Co. of Baltimore City, February 20, 1894 (AC Deed Book 75:356).

TABLE 1 (continued)

1894	Indenture from J. Wilson Humbird and others to the Real Estate and Improvement Co. of Baltimore City for part of the Lot 30, 31, 32 tract, November 28, 1894 (AC Deed Book 76:448).
1894	Agreement between the Real Estate and Improvement Co. of Baltimore City and the Baltimore and Ohio Railroad Co. to enter into a mortgage to the Mercantile Trust Co. of New York for lands purchased above by the Real Estate and Improvement Co., and to lease such lands to the Baltimore and Ohio Railroad Co., June 30, 1894 (AC Deed Book 75:603).
1894	Lease from the Real Estate and Improvement Co. of Baltimore City to the Baltimore and Ohio Railroad Co. for the lands purchased above by the Real Estate and Improvement Co. of Baltimore City, June 30, 1894 (AC Deed Book 75:611).
1929	Indenture from the Real Estate and Improvement Co. of Baltimore City to the Baltimore and Ohio Railroad, United States Trust Co. of New York and Williamson Pell, trustees under B&O's July 1, 1898 mortgage, and Central Trust Co. of New York and James N. Wallace, trustees under the B&O's 1915 refunding and general mortgage, upon the release of the mortgage of the lands purchased above by the Real Estate and Improvement Co., May 6, 1929 (AC Deed Book 161:177).
1969	Deed from the Baltimore and Ohio Railroad Co., and Manufacturers Hanover Trust Co. and D.B. Herterich, trustees under the B&O's 1915 refunding and general mortgage to Central Trust Co. of New York and James N. Wallace, to the National Board of the Young Men's Christian Association for part of the land purchased above by the Baltimore and Ohio Railroad Co., January 3, 1969 (AC Deed Book 431:484).
1989	Deed from the National Counsel of the Young Men's Christian Association of the United States of America to CSX Transportation for land purchased above by the National Board of the Young Men's Christian Association, September 22, 1989 (AC Deed Book 583:897).

TABLE 2

LIST OF OWNERS, HISTORIC PROPERTY NO. 2

1970	Woodmen of the World Building Corp. to Sebastian Spera, George E. Sommerkamp, and Theodore U. Buser, trustees. Sept. 10, 1970; recorded Sept. 14, 1970 \$1 120x248-foot lot on Virginia Avenue AC Deed Book 440:898
1969	Winfield H. Adam, Albert E. Beckman, William R. Burkett, Raymond J. Conner, William H. Geppart, William R. James, Warren D. Johnson, James H. Moore, William B. Orndorff, Richard H. Priddy, Jack R. Reed, Joseph R. Rymer, W. Clay Smith, Joseph F. Taylor, Rev. Alva D. Tice, James Anders, and Thelma M. Price, trustees of the Baltimore and Ohio Railroad Co. YMCA, to Woodmen of the World Building Corp. Oct. 14, 1969; recorded Dec. 16, 1969 \$10 120x180-foot lot AC Deed Book 436:07
1947	Lucian C. Radcliffe, tax collector, to the Baltimore and Ohio Railroad Co. YMCA Feb. 28, 1947; recorded Oct 29, 1947 \$55 10x100-foot lot facing rear alley AC 223:14
1945	Annie W. Craddock, first party, and the Mayor and City Council of Cumberland, second party, to the Baltimore and Ohio Railroad YMCA Dec. 10, 1945; recorded Dec. 26, 1945 \$10 100x110-foot lot (includes a correction of previous paving lien to 10x100-foot frontage) AC Deed Book 206:486
1939	Michael Joseph Craddock to Annie W. Craddock Dec. 28, 1939; recorded Jan. 3, 1940 100x100-foot lot AC Will Book S:453

TABLE 2 (continued)

1935	M. Joseph Craddock to the Mayor and City Council of Cumberland, Maryland Jan. 31, 1935; recorded May 8, 1935 no consideration 20x100-foot paving lien along Virginia Avenue frontage AC Deed Book 172:460
1931	John Craddock to Michael Joseph Craddock March 2, 1931; recorded Nov. 3, 1931 100x120-foot lot AC Will Book P:476
1892	Amanda Robinson to John Craddock Aug. 11, 1892; recorded Aug. 11, 1892 \$300 100x120-foot lot AC Deed Book 72:369
1889	William Walsh to Amanda Robinson Oct. 21, 1889; recorded Dec. 2, 1889 \$150 100x120-foot lot AC Deed Book 67:420
1865	William L. Dunlop to William Walsh April 17, 1865; recorded April 21, 1865 \$4,000 119 1/2 acres AC Deed Book 22:655
1857	Elizabeth Dick to William L. Dunlop as trustee Jan. 12, 1857; recorded June 23, 1857 \$5 119 1/2 acres AC Deed Book 16:109
1834	John Laird to Elizabeth Dick July 22, 1834; recorded Jan. 8, 1835 \$2,947.50 196 1/2 acres AC Deed Book R:309

TABLE 2 (continued)

1801	Thomas Dick to John Laird Oct. 15, 1801; recorded March 26, 1802 \$1 163 acres AC Deed Book C:473
1799	David and Horatio Ross to Thomas Dick March 5, 1799; recorded Aug. 19, 1799 £529 and 15 Shillings 163 acres of the "Resurvey on Shute's Request" AC Deed Book C:95
1778	Dr. David Ross Feb. 23, 1778; recorded Dec. 18, 1896 AC Will Book G:199
1762	David Ross 1762 Shute's Request, Proprietary Patent Shaffer 1936:13

TABLE 3

LIST OF OWNERS, HISTORIC PROPERTY NO. 3

A. Tax Tract No. 2204 (127 West Third Street)

- 1977 Dorothy Davies to Dorothy and Richard W. Davies, Jr.
August 23, 1977; recorded August 29, 1977
\$10, plus assumption of \$4,450.38 mortgage
Lot containing the west half of Henry Shriver Mansion
AC Deed Book 495:708
- 1963 Peter J. Carpenti, trustee, to Clarence and Dorothy Davies
August 1, 1963; recorded August 6, 1963
\$10
Lot containing the west half of Henry Shriver Mansion
AC Deed Book 361:442
- 1963 Clarence and Dorothy Davies, Stanley and Billy Davies, Brindley and Fleda
Davies, William and Delphia Davies, Gertrude and John Holshey, heirs of
Richard and Alice Davies, to Peter J. Carpenti, trustee
August 1, 1963; recorded August 6, 1963
\$10
Lot containing the west half of Henry Shriver Mansion
AC Deed Book 361:438
- 1926 William and Ann Davis (alternate spelling of Davies) to Richard and Alice Davis
May 13, 1926; recorded May 14, 1926
\$10
Lot containing the west half of Henry Shriver Mansion
AC Deed Book 153:73
- 1920 William and Edith Davis, Jr., to William and Richard Davis
October 18, 1920; recorded October 18, 1920
\$1
Lot containing the east and west halves of Henry Shriver Mansion
AC Deed Book 134:515

B. Tax Tract 2202 (125 West Third Street)

- 1959 William and Julia H. Davies to William A. and Lois Lee Davies
February 13, 1959; recorded July 16, 1959
\$10
Lot containing the east half of Henry Shriver Mansion
AC Deed Book 312:478

TABLE 3 (continued)

- 1957 A. Marteene Manges, trustee, to William and Julia H. Davies
September 12, 1957; recorded September 24, 1957
\$10
Lot containing the east half of Henry Shriver Mansion
AC Deed Book 293:32
- 1957 William Davies and Julia H. Davies, Jr., and Gomer Davies to A. Marteene
Manges, trustee
September 12, 1957; recorded September 24, 1957
\$10
Lot containing the east half of Henry Shriver Mansion
AC Deed Book 293:29
- 1933 William and Ann Davis, Sr., to William Davis, Jr., and Gomer Davis
May 3, 1933; recorded June 6, 1933
\$10
Lot containing the east half of Henry Shriver Mansion
AC Deed Book 169:384
- 1926 Richard and Alice Davis to William and Ann Davis, Sr.
May 13, 1926; recorded May 14, 1926
\$10
One-half share in the east half of Henry Shriver Mansion
AC Deed Book 153:74

C. Tax Tracts 2202 and 2204 (125-127 West Third Street)

- 1920 Robert R. and Louisa P. Henderson to William Davis, Sr., Richard Davis, and
William Davis, Jr.
April 14, 1920; recorded April 26, 1920
\$10
Lot containing the entire Henry Shriver Mansion
AC Deed Book 132:627
- 1907 William H. Cole, assignee of Mary E. Townsend, to Robert R. Henderson
February 20, 1907; recorded March 11, 1907
\$2,000
Lot containing the entire Henry Shriver Mansion
AC Deed Book 100:508

TABLE 3 (continued)

1898	Elizabeth, Louis, Joseph, Emil, and Edith Demeley to Mary E. Townsend August 12, 1898; recorded August 13, 1898 Mortgage for \$1,000 Lot containing the entire Henry Shriver Mansion AC Mortgage Book 26:195
1887	Rebecca E., Mary, Annie M., Robert R. and Louisa, and George M. Henderson, widow and heirs of George Henderson, Jr., to Joseph Demelye (also spelled Demeley) May 20, 1887; recorded June 18, 1887 \$1,110 Lot containing the entire Henry Shriver Mansion AC Deed Book 64:105
1874	John H.B. and Ellen J.W. Campbell to George Henderson, Jr. March 7, 1874; recorded March 9, 1874 \$125 Their interest in the lot containing the entire Henry Shriver Mansion AC Deed Book 42:109
1873	Henry and Elizabeth Shriver to George Henderson and John R.H. Campbell May 13, 1873; recorded June 4, 1873 \$5,311 Land and buildings in Shriver's Addition, including Shriver Mansion lot AC Deed Book 38:393
1854	Edwin T. Shriver and Ellen Richardson to Henry Schreiber March 2, 1854; recorded March 2, 1854 \$865 Part of Lots 27 and 28 of Mary O'Neal's land, nearly 8 acres AC Deed Book 9:683
1848	Henry and Elizabeth Shriber to John L. Richardson June 3, 1848; recorded June 7, 1848 \$865.55 Part of Lots 27 and 28 of Mary O'Neal's land, nearly 8 acres AC Deed Book 2:747
1845	James and Ann Eliza Smith to Henry Scheiber April 18, 1845; recorded July 19, 1845 \$500 Part of Lots 27 and 28 of Mary O'Neal's land, nearly 8 acres AC Deed Book 1:208

TABLE 4

LIST OF OWNERS, HISTORIC PROPERTY NO. 4

1985	<p>Aide Divico to John J. Divico, Sr. September 16, 1985; recorded September 19, 1985 \$1 Undivided 1/2 interest in and to Lot No. 9 (30'x110') in Walsh's addition; originally a parcel of tract of land known as Resurvey on Shute's Request. Also Lot Nos. 14 and 15 in Walsh's addition transferred to John J. Allegany County (hereafter AC) Deed Book 552:141</p>
1969	<p>John J. and Mildred Divico, Anna M. Pannone (divorced), Julia A. and Eugene Bertone, and Ermelinda J. and William H. McCullough to Aide Divico No amount listed January 23, 1969; recorded February 17, 1969 Children deed over their interest to the property to their mother AC Deed Book 428:17</p>
1942	<p>Will of John A. Divico July 31, 1936; recorded March 10, 1942 Bequeathed to his wife, Aide, his undivided 1/2 interest in Lot Nos. 9, 14, and 15 of Walsh's addition. AC Will Book T:340</p>
1919	<p>Mike and Julie Amodio to John Divico and Benjamin Divico September 17, 1919; recorded September 17, 1919 \$12,800 Lot No. 9 (30'x110') in Walsh's addition (30'x110'); originally a parcel of tract of land known as Resurvey on Shute's Request AC Deed Book 129:256</p>
1916	<p>Lucinda Jane and James E. Earsom to Mike and Julia Amodio October 31, 1916; recorded November 20, 1916 \$10 Lot No. 9 (30'x110') in Walsh's addition; originally a parcel of the tract of land known as Resurvey on Shute's Request AC Deed Book 119:595</p>

TABLE 4 (continued)

- 1896 William E. and Mollie C. Walsh and Clara Walsh to Lucinda J. Earsom
January 9, 1896; recorded January 10, 1896
\$500
Lot No. 9 (30'x110') in Walsh's addition; originally a parcel in tract of land
known as Resurvey on Shute's Request
AC Deed Book 78:304
- 1892 Will of William Walsh
May 16, 1892; recorded May 24, 1892
Real estate divided between son William E. and daughter Clara T.
AC Will Book F:294
- 1865 William L. Dunlop to William Walsh
April 17, 1865; recorded April 21, 1865
\$4,000 cash
196 1/2 acres called the Resurvey on Shute's Request
AC Deed Book 22:655
- 1857 Elizabeth Dick to William L. Dunlop
January 12, 1857; recorded June 23, 1857
\$5
196 1/2 acres - in trust
AC Deed Book 16:109
- 1847 Will of Elizabeth Dick
May 7, 1847; recorded November 12, 1896
Bequeaths all real estate at Shute's request to nieces Barbara Lucinda Dunlop and
Margaret Laird
Amended August 12, 1858; all money coming from sale of Shute's Request to go
to her two grandnephews, William L. Dunlop and George Dunlop
Original will filed in District of Columbia 4:107
AC Will Book G:208
- 1835 John Laird to Elizabeth Dick
July 22, 1834; recorded January 8, 1835
\$2,947.50
196 1/2 acres of the Resurvey on Shute's Request; resurvey September 14, 1802
AC Deed Book R:309

TABLE 4 (continued)

1802	Thomas Dick to John Laird October 15, 1801; recorded March 26, 1802 \$1 163 acres AC Deed Book C:473
1799	David Ross and Horatio Ross to Thomas Dick March 5, 1799; recorded August 19, 1799 £529 15 shillings 163 acres - no other description AC Deed Book C:95
1797	Ariana Ross to Horatio Ridout December 5, 1796; recorded April 3, 1797 £1325 All of Turkey Flight Patent - 263 acres Act of General Assembly of Maryland enabled Arianna to dispose of property of deceased husband AC Deed Book B:315
1778	Will of Dr. David Ross February 23, 1778; recorded December 18, 1896 Turkey Flight Patent AC Will Book G:199

TABLE 5

LIST OF OWNERS, HISTORIC PROPERTY NO. 5

1958	The Real Estate and Improvement Co. at Baltimore City to the Baltimore and Ohio Railroad July 17, 1958; recorded August 6, 1958 \$1 3.860 acres of land, more or less Allegany County (hereafter AC) Deed Book 301:417
1957	The South Cumberland Planing Mill Co. to the Baltimore and Ohio Railroad January 3, 1957; recorded January 7, 1957 \$10 0.111 acre, more or less AC Deed Book 284:439
1951	Wilson H. and Minnie Susan VanMeter and David P. VanMeter to the Real Estate and Improvement Co. of Baltimore City December 21, 1951; recorded December 26, 1951 \$10 3.860 acres of land, more or less AC Deed Book 237:65
1947	James M Conway and F. Brooke and Ruth Whiting to Wilson H VanMeter and David P. VanMeter October 2, 1947; recorded October 21, 1947 \$10 Two tracts of land: (1) 3 1/5 acre, reserving 0.111 acre; and (2) 2 acres of land AC Deed Book 217:577
1947	John P. Schellhaus, Louis G. Kortright, John Glick, James M. Conway, and F. Brooke Whiting to James M. Conway and F. Brooke Whiting October 1, 1947; recorded October 10, 1947 \$1 This deed rectifies previous deed; only one tract of land was conveyed instead of two tracts. This deed was made by the surviving directors and trustees of the Maryland Glass Co. to divest any title, interest, and claim in the 2-acre tract AC Deed Book 217:455

TABLE 5 (continued)

1938	Maryland Glass Co., Inc., to William Carscaden, trustee June 1 1938; recorded June 1, 1938 \$1 No property indicated AC Deed Book 180:544
1937	Kortright, Nehring and Weaver, Incorporated September 1, 1937; recorded December 4, 1937 Directors Louis G. Kortright, Mortimer M. Nehring, and Raymond S. Weaver form corporation AC Certificates of Incorporation Book 8:78
1937	Walter C. Capper, Attorney, to F. Brooke Whiting and James M. Conway September 2, 1937; recorded September 3, 1937 \$40,000 Power of Attorney to sell in case of default; default occurred. This deed lists only one tract of property, 2 acres AC Deed Book 178:522
1919	Maryland Glass Co. to South Cumberland Planing Mill Co., Inc. December 31, 1919; recorded September 15, 1920 \$10 No acreage indicated; however, property is bounded by the steel mill siding, which is to the north and arcs slightly east and the B&O railroad tracks to the east and Virginia Ave. to the south. South Cumberland Planing Mill owns adjoining property to the west AC Deed Book 134:328
1919	F. Brooke and Ruth Whiting to Maryland Glass Co. November 14, 1919; recorded November 22, 1919 \$10 Two tracts of land, one 2 acres and one 3 1/5 acres AC Deed Book 131:1
1918	Maryland Glass Co. September 30, 1918; recorded October 1, 1918 Seven Directors: John P. Schellhaus, James M. Conway, Henry J. Glick, John H. Glick, George Louis Eppler, Louis G. Kortright, and I. Blaine White form corporation AC Certificates of Incorporation Book 5:537

TABLE 5 (continued)

1918	D. Lindley Sloan, Attorney for Mortgages, to F. Brooke Whiting February 23, 1918; recorded April 19, 1918 \$7,000 2 acres reserving 0.10 acre AC Deed Book 123:439
1918	Henry Shriver, trustee in Bankruptcy of Frederick Mertens, Sr., William M. Mertens, Henry F. Mertens, and John H. Mertens, individuals and as co-partners trading as F. Mertens' Sons to F. Brooke Whiting February 16, 1918; recorded April 19, 1918 \$4,000 3 1/5 acres reserving 0.171 acre AC Deed Book 123:437
1909	Frederick and Carrie S. Mertens, William M. Mertens, John H. Mertens, and Henry F. Mertens to Eastern Glass Co. February 8, 1909; recorded February 20, 1909 30 promissory notes of \$1,000 each secured by mortgage on property 2 acres AC Deed Book 104:249
1909	Eastern Glass Co. February 1, 1909; recorded February 18, 1909 Directors: William S. Breeden, John W. Breeden, John A. Cupler, William M. Mertens, and John H. Mertens form a corporation AC Certificates of Incorporation Book 5:98
1909	Queen City Glass of Cumberland, Maryland, to Frederick Mertens, William M. Mertens, John H. Mertens, and Henry F. Mertens, partners trading as F. Mertens' Sons January 30, 1909; recorded February 11, 1909 \$5 2 acres AC Deed Book 104:230
1897	The Queen City Glass Co. of Cumberland to the Baltimore and Ohio Railroad July 21, 1897; recorded July 22, 1897 \$1,000 0.10 acre AC Deed Book 81:514

TABLE 5 (continued)

1897	<p>Frederick and Carrie S. Mertens, William M. Mertens, Henry F. Mertens, John H. Mertens, and Emma J. Mertens to the Baltimore and Ohio Railroad July 21, 1897; recorded July 22, 1897 \$1,500 0.171 acre AC Deed Book 81:511</p>
1892	<p>William E. Walsh, Lloyd Lowndes Executor of William Walsh and Mary A. Walsh, widow of William Walsh, to Frederick Mertens, William M. Mertens, Henry F. Mertens, and John H. Mertens August 10, 1892; recorded September 16, 1892 \$3,090.27 3 acres of land, more or less AC Deed Book 73:26</p>
1890	<p>Queen City Glass Co. of Cumberland April 1, 1890; recorded April 4, 1890 Five of seven Directors: Asahel Willison, Arthur H. Amick, Frisby L. Tilghman, Frederick Mertens and William M. Mertens hold regular annual meeting and unanimously adopt resolution to change the name of company from the South Cumberland Glass Co. of Allegany County to the Queen City Glass Co. of Cumberland AC Certificates of Incorporation Book 1:141</p>
1889	<p>Frederick and Carrie S. Mertens to the South Cumberland Glass Co. of Allegany County July 19, 1889; recorded July 19, 1889 \$6,000 2 acres AC Deed Book 66:714</p>
1889	<p>South Cumberland Glass Co. of Allegany County April 22, 1889; recorded April 23, 1889 Seven Directors: Arthur A. Amick, Frank A. Blaul, Frederick Mertens, William M. Mertens, Asahel Willison, Frisby L. Tilghman, and Robert H. Henderson form corporation AC Certificates of Incorporation Book 1:93</p>
1889	<p>Louis P. and Elizabeth D. Whiteman to Frederick Mertens March 28, 1889; recorded April 8, 1889 \$6,000 2 acres AC Deed Book 66:410</p>

TABLE 5 (continued)

1888	<p>Louis P. Whiteman, trustee, the Warren Glass Works Co. of New York, to Louis P. Whiteman</p> <p>June 6, 1888; recorded June 8, 1888</p> <p>\$1</p> <p>2 acres</p> <p>AC Deed Book 65:44</p>
1888	<p>Josiah Porter, first party, and Warren Glass Works Co. of New York, second party, to Louis P. Whiteman, trustee</p> <p>February 27, 1888; recorded May 23, 1888</p> <p>\$1</p> <p>2 acres, assumes mortgage</p> <p>AC Deed Book 65:10</p>
1881	<p>William Walsh to Josiah Porter, trustee, Warren Glass Works Co. of New York</p> <p>February 18, 1881; recorded March 11, 1881</p> <p>\$1</p> <p>Deed release conditions met, i.e., buildings completed and ready to manufacture glass; 2 acres</p> <p>AC Deed 555:164</p>
1880	<p>William and Mary Ann Walsh to Warren Glass Works Co. of New York, Josiah Porter, trustee</p> <p>April 21, 1880; recorded April 25, 1880</p> <p>No amount noted</p> <p>2 acres with proviso that must erect works and commence manufacturing of glass within one year from date of the deed.</p> <p>AC Deed 53:577</p>
1865	<p>William L. Dunlop to William Walsh</p> <p>April 17, 1865; recorded April 21, 1865</p> <p>\$4,000 cash</p> <p>196 1/2 acres called the Resurvey on Shute's Request</p> <p>AC Deed Book 22:655</p>
1857	<p>Elizabeth Dick to William L. Dunlop</p> <p>January 12, 1857; recorded June 23, 1857</p> <p>\$5</p> <p>196 1/2 acres - in trust</p> <p>AC Deed Book 16:109</p>

TABLE 5 (continued)

1847	<p>Will of Elizabeth Dick May 7, 1847; recorded November 12, 1896 Bequeaths all real estate at Shutes's request to nieces Barbara Lucinda Dunlop and Margaret Laird Amended August 12, 1858; all money coming from sale of Shute's Request to go to her two grandnephews, William L. Dunlop and George Dunlop Original will filed in District of Columbia 4:107 AC Will Book G:208</p>
1835	<p>John Laird to Elizabeth Dick July 22, 1834; recorded January 8, 1835 \$2,947.50 196 1/2 acres of the Resurvey on Shute's Request; resurvey September 14, 1802 AC Deed Book R:309</p>
1802	<p>Thomas Dick to John Laird October 15, 1801; recorded March 26, 1802 \$1 163 acres AC Deed Book C:473</p>
1799	<p>David Ross and Horatio Ross to Thomas Dick March 5, 1799; recorded August 19, 1799 £529 15 shillings 163 acres - no other description AC Deed Book C:95</p>
1797	<p>Ariana Ross to Horatio Ridout December 5, 1796; recorded April 3, 1797 £1,325 All of Turkey Flight Patent - 263 acres Act of General Assembly of Maryland enabled Arianna to dispose of property of deceased husband AC Deed Book B:315</p>
1778	<p>Will of Dr. David Ross February 23, 1778; recorded December 18, 1896 Turkey Flight Patent AC Will Book G:199</p>

TABLE 6

LIST OF OWNERS, HISTORIC PROPERTY NO. 6

A. Tax Tract No. 7192

- 1975 Hemco Terminals of Maryland, Inc., first party, and Liberty Trust Co. of Maryland and Cumberland Savings Bank, second parties, to the Baltimore and Ohio Railroad Co. (renamed as CSX Transportation, Inc.)
April 7, 1975; recorded April 8, 1975
\$10
small triangular parcel
AC Deed Book 478:299
- 1967 Glenn and Nellie K. Morris to Hemco Terminals of Maryland, Inc.
Jan. 20, 1967; recorded Jan. 20, 1967
\$10
5.5 acres
AC Deed Book 404:104
- 1965 William R. Carscaden and the First-Second National Bank and Trust Co., executors of the estate of Owen E. Hitchins, to Glenn and Nellie K. Morris
Aug. 31, 1965; recorded Sept. 9, 1965
\$27,500
5.5 acres
AC Deed Book 388:92

B. Tax Tract No. 7394

- 1965 William R. Carscaden and the First-Second National Bank and Trust Co., executors of the estate of Owen E. Hitchins, to the Mayor and City Council of Cumberland, Maryland
Aug. 31, 1965; recorded Dec. 10, 1965
\$42,635
approx. 14 acres
AC Deed Book 391:282

TABLE 6 (continued)

C. Tax Tract No. 7411

1983	Herbert C. Kahn, trustee for Bristol Terminals, Inc., to Overnite Transportation Co. Dec. 19, 1983; recorded Dec. 22, 1983 \$165,000 3.05 acres AC Deed Book 539:576
1980	Hemco Terminals of Maryland, Inc., to Bristol Terminals, Inc., by Certificate of Conveyance by Articles of Merger Dec. 30, 1980; recorded March 24, 1981 no consideration 3.05 acres AC Deed Book 520:585
1967	Glenn and Nellie K. Morris to Hemco Terminals of Maryland, Inc. Jan. 20, 1967; recorded Jan. 20, 1967 \$10 5.5 acres AC Deed Book 404:104
1965	William R. Carscaden and the First-Second National Bank and Trust Co., executors of the estate of Owen E. Hitchins, to Glenn and Nellie K. Morris Aug. 31, 1965; recorded Sept. 9, 1965 \$27,500 5.5 acres AC Deed Book 388:92

D. Tax Tract No. 7412

1989	Glenn and Nellie K. Morris to Verbal Corp. April 10, 1989; recorded April 28, 1989 \$55,330 1.42 acres AC Deed Book 579:432
1965	William R. Carscaden and the First-Second National Bank and Trust Co., executors of the estate of Owen E. Hitchins, to Glenn and Nellie K. Morris Aug. 31, 1965; recorded Sept. 9, 1965 \$27,500 5.5 acres AC Deed Book 388:92

TABLE 6 (continued)

E. Tax Tract No. 7416

- 1975 Walter N. and Annette L. Brock to Brock Steel Co.
April 30, 1975; recorded May 5, 1975
\$10
.73 acre
AC Deed Book 478:798
- 1965 William R. Carscaden and the First-Second National Bank and Trust Co.,
executors of the estate of Owen E. Hitchins, to Walter N. and Annette L. Brock
Aug. 31, 1965; recorded Sept. 9, 1965
\$1
.73 acre
AC Deed Book 388:96

F. Tax Tract No. 7438

- 1975 Walter N. and Annette L. Brock to Brock Steel Co.
April 30, 1975; recorded May 5, 1975
\$10
5 1/3 acres
AC Deed Book 478:798
- 1964 Owen E. and Susan B. Hitchins to Walter and Annette L. Brock
June 9, 1964; recorded June 10, 1964
\$10
5 1/3 acres
AC Deed Book 372:116

G. Tax Tract No. 7439

- 1956 Owen E. and Susan B. Hitchins to the Cumberland and Allegheny Gas Co.
April 10, 1956; recorded April 10, 1956
\$10
5,000-square-foot lot
AC Deed Book 275:442

TABLE 6 (continued)

A - G Derived From:

1951	Western Maryland Railway Co. to Owen E. Hitchins Jan. 5, 1951; recorded March 6, 1951 \$10 Lot Nos. 360, 361, 375, 376, and a portion of Lot No. 362, all within Walsh's Addition AC Deed Book 233:91
1943	Republic Steel Corp. to Owen E. Hitchins Dec. 17, 1943; recorded Dec. 28, 1943 \$10 approx. 15 acres AC Deed Book 198:222
1937	N&G Taylor Co. to Republic Steel Corp. Dec. 21, 1937; recorded Dec. 29, 1937 for good considerations approx. 15 acres AC Deed Book 179:397
1929	N&G Taylor Co., Inc., to N&G Taylor Co. Dec. 11, 1929; recorded Dec. 14, 1929 \$10 approx. 15 acres AC Deed Book 162:175
1923	Henry Shriver and wife to N&G Taylor Co., Inc. Aug. 9, 1923; recorded Aug. 11, 1923 \$10 Lot Nos. 359-374 and 402-404 within Walsh's Addition AC Deed Book 144:165
1923	Francis S. Deekens to Henry Shriver July 5, 1923; recorded July 18, 1923 \$10 Lot Nos. 359-374 and 402-404 within Walsh's Addition AC Deed Book 144:14

TABLE 6 (continued)

1923	George G. Curven and wife to Francis S. Deekens April 30, 1923; recorded May 8, 1923 \$10 Lot Nos. 403 and 404 within Walsh's Addition AC Deed Book 143:219
1920	William E. and Mary C. Walsh, and Peter J. and Clara T. Seaver to N&G Taylor Co. (sic) May 10, 1920; recorded May 13, 1920 \$20,000 Northern section of mill complex, along canal ROW AC Deed Book 133:133
1918	Louis Weber and wife to N&G Taylor Co. May 31, 1918; recorded June 14, 1918 \$10 3/4 acre in north-center of mill complex AC Deed Book 123:700
1917	Louis and Catherine Weber to N&G Taylor Co., Inc. Oct. 5, 1917; recorded Oct. 13, 1917 \$5 3,000-square-foot parcel east of B&O Railroad siding AC Deed Book 124:107
1917	Francis S. Deekens and wife to N&G Taylor Co., Inc. March 16, 1917; recorded April 4, 1917 \$10 1.9 acres on eastern edge of mill complex AC Deed Book 121:499
1917	William E. and Mary C. Walsh, and Peter J. and Clara T. Seaver to Francis S. Deekens and wife March 13, 1917; recorded March 17, 1917 \$7,500 1.9 acres on eastern edge of mill complex AC Deed Book 121:284
1917	L. Leslie Helmer and wife to N&G Taylor Co., Inc. Feb. 23, 1917; recorded March 26, 1917 \$1 approx. 2 1/2 acres at southwest corner of mill complex AC Deed Book 121:355

TABLE 6 (continued)

1917	Maryland Sheet and Steel Co. to N&G Taylor Co., Inc. Feb. 1, 1917; recorded March 26, 1917 \$1 5 acres between canal ROW and King St. AC Deed Book 121:359
1917	Maryland Sheet and Steel Co. to N&G Taylor Co. Feb. 1, 1917; recorded March 26, 1917 \$1 approx. 3 acres in southeast corner of mill complex AC Deed Book 121:357
1917	Maryland Sheet and Steel Co. to N&G Taylor Co., Inc. Feb. 1, 1917; recorded March 26, 1917 \$1 1.9 acres along canal ROW AC Deed Book 121:356
1916	William E. and Mary C. Walsh, and Peter J. and Clara T. Seaver to Leslie L. Helmer Feb. 24, 1916; recorded Feb. 25, 1916 \$2,750 approx. 2 1/2 acres at southwest corner of mill complex AC Deed Book 118:91
1912	William E. and Mary C. Walsh, and Peter J. and Clara T. Seaver to Maryland Sheet and Steel Co. Sept. 27, 1912; recorded Sept. 28, 1912 \$1,000 1.9 acres along canal ROW AC Deed Book 110:728
1910	Maryland Tin Plate Co. to Maryland Sheet and Steel Co. July 15, 1910; recorded July 16, 1910 \$5 approx. 3 acres in southeast corner of mill complex AC Deed Book 106:402
1905	William E. and Mary C. Walsh, and Peter J. and Clara T. Seaver to Western Maryland Railroad Co. Aug. 24, 1905; recorded Sept. 1, 1905 \$4,500 Lot Nos. 360, 361, 375, 376, and a portion of 362 within Walsh's Addition AC Deed Book 233:91

TABLE 6 (continued)

1901	Albert F. and Maude R. Baumgarten to Maryland Sheet and Steel Co. Dec. 3, 1901; recorded Dec. 4, 1901 \$65,000 5 acres between canal ROW and King St. AC Deed Book 88:679
1901	Crucible Steel Co. of America to Albert F. Baumgarten Dec. 2, 1901; recorded Dec. 4, 1901 \$65,000 5 acres between canal ROW and King St. AC Deed Book 88:676
1901	Thomas Burger and Sons Co. to Lewis Weber (sic) March 30, 1901; recorded April 13, 1901 \$3,900 2 5/8 acres west of B&O Railroad siding AC Deed Book 88:203
1900	Cumberland Steel and Tin Plate Co. to Crucible Steel Co. of America July 30, 1900; recorded Aug. 18, 1900 \$210,000 5 acres between canal ROW and King St. AC Deed Book 87:421
1899	William E. and Mary C. Walsh and Clara T. Seaver to George G. Curven \$300 Lot Nos. 403 and 404 in Walsh's Addition AC Deed Book 86:242
1898	William E. and Mary C. Walsh and Clara T. Walsh Seaver to Cumberland Steel and Tin Plate Co. Dec. 5, 1898; recorded Dec. 14, 1898 \$400 .90 acre along King St. AC Deed Book 85:59
1897	William E. and Mary C. Walsh and Clara T. Walsh Seaver to Thomas Burger and Sons Co. Oct 10, 1897; recorded Nov. 4, 1897 \$3,000 2 5/8 acres west of B&O Railroad siding AC Deed Book 82:250

TABLE 6 (continued)

1892	William Walsh to William E. Walsh, executor May 16, 1892; recorded May 24, 1892 Real Estate holdings divided between son, William E., and daughter, Clara T. Walsh AC Wills Book F:294
1892	William C. and Mary A. Dickey, and Thomas A. and Sallie M. Hicks to Cumberland Steel and Tin Plate Co. April 1, 1892; recorded April 25, 1892 \$300,000 10 acres, forming the bulk of the mill complex AC Deed Book 72:103
1892	Robert R. Henderson and J. Wilson Humbird, trustees, to Thomas A. Hicks and William C. Dickey March 16, 1892; recorded March 23, 1892 \$38,600 10 acres AC Deed Book 72:28
1884	Cumberland Cast Steel Co. to Crown and Cumberland Steel Co. Aug. 20, 1884; recorded Oct. 4, 1884 \$12,000 10 acres AC Deed Book 61:206
1873	McLeod W. and Emma G. Thompson, and William and Margaret H. Paxton to Cumberland Cast Steel Manufacturing Co. Nov. 29, 1873; recorded Dec. 18, 1873 2,000 shares of Cumberland Cast Steel Manufacturing Co. to Thompson and 1,995 shares to Paxton, in lieu of cash 10 acres AC Deed Book 41:95
1873	William Walsh and wife to McLeod W. Thompson and James W. Paxton Jan. 3, 1873; recorded May 22, 1873 \$1,000 10 acres AC Deed Book 40:84

TABLE 6 (continued)

1865	William L. Dunlop to William Walsh April 17, 1865; recorded April 21, 1865 \$4,000 119 1/2 acres AC Deed Book 22:655
1857	Elizabeth Dick to William L. Dunlop as trustee Jan. 12, 1857; recorded June 23, 1857 \$5 119 1/2 acres AC Deed Book 16:109
1834	John Laird to Elizabeth Dick July 22, 1834; recorded Jan. 8, 1835 \$2,947.50 196 1/2 acres AC Deed Book R:309
1801	Thomas Dick to John Laird Oct. 15, 1801; recorded March 26, 1802 \$1 163 acres AC Deed Book C:473
1799	David and Horatio Ross to Thomas Dick March 5, 1799; recorded Aug. 19, 1799 £529 and 15 Shillings 163 acres, of a "Resurvey on Shute's Request" AC Deed Book C:95
1778	Dr. David Ross Feb. 23, 1778; recorded Dec. 18, 1896 AC Will Book G:199
1762	David Ross 1762 Shute's Request, Proprietary Patent Shaffer 1936:13

TABLE 7

LIST OF OWNERS, HISTORIC PROPERTY NO. 7

1975	Walter N. and Annette L. Brock to Brock Steel Co. April 30, 1975; recorded May 5, 1975 \$10 5 1/3 acres, being part of what is commonly called the Taylor Tin Plate Mill Property AC Deed Book 478:798
1964	Owen E. and Susan B. Hitchens to Walter N. and Annette L. Brock June 9, 1964; recorded June 10, 1964 \$10 5 1/3 acres AC Deed Book 372:116
1943	Republic Steel Corp. to Owen E. Hitchens Dec. 17, 1943; recorded Dec. 28, 1943 \$10 approx. 15 acres AC Deed Book 198:222
1937	The N&G Taylor Co. to Republic Steel Corp. Dec. 21, 1937; recorded Dec. 29, 1937 for good considerations approx. 15 acres Includes City Vacate Order of King St. AC Deed Book 179:397
1929	N&G Taylor Co., Inc., to N&G Taylor Co. Dec. 11, 1929; recorded Dec. 14, 1929 \$10 Lot No. 373 of Walsh's Addition AC Deed Book 162:175
1923	Francis S. Deekens, Jr., to N&G Taylor Co., Inc. Aug. 7, 1923; recorded Aug. 11, 1923 \$10 Lot No. 373 AC Deed Book 144:168

TABLE 7 (continued)

1923	George W. Nield and wife to Francis S. Deekens, Jr. Aug. 7, 1923; recorded Aug. 11, 1923 \$10 Lot No. 373 AC Deed Book 144:161
1901	John W. and Emily S. Gordon to George Nield and wife Aug. 14, 1901; recorded Aug. 14, 1901 \$700 Lot No. 373 AC Deed Book 88:455
1900	Gracie M. and Charles L. Street to John W. Gordon May 19, 1900; recorded May 29, 1900 \$5 Lot No. 373 AC Deed Book 87:232
1897	William E. Walsh, Mary C. Walsh, and Clara T. Seaver Walsh to Gracie M. Street June 27, 1897; recorded July 15, 1897 \$150 Lot No. 373 AC Deed Book 83:488
1892	William Walsh to William E. Walsh, executor May 16, 1892; recorded May 24, 1892 Real estate holdings divided between son, William E., and daughter, Clara T. Walsh AC Will Book F:294
1865	William L. Dunlop to William Walsh April 17, 1865; recorded April 21, 1865 \$4,000 119 1/2 acres AC Deed Book 22:655
1857	Elizabeth Dick to William L. Dunlop as trustee Jan. 12, 1857; recorded June 23, 1857 \$5 119 1/2 acres AC Deed Book 16:109

TABLE 7 (continued)

1834	John Laird to Elizabeth Dick July 22, 1834; recorded Jan. 8, 1835 \$2,947.50 196 1/2 acres AC Deed Book R:309
1801	Thomas Dick to John Laird Oct. 15, 1801; recorded March 26, 1802 \$1 163 acres AC Deed Book C:473
1799	David and Horatio Ross to Thomas Dick March 5, 1799; recorded Aug. 19, 1799 £529 and 15 Shillings 163 acres, of a "Resurvey on Shute's Request" AC Deed Book C:95
1778	Dr. David Ross Feb. 23, 1778; recorded Dec. 18, 1896 AC Will Book G:199
1762	David Ross 1762 Shute's Request, Proprietary Patent Shaffer 1936:13

TABLE 8A

STRUCTURES OCCUPYING THE WEST SIDE OF WINEOW STREET,
HISTORIC PROPERTY NO. 8: WINEOW STREET NEIGHBORHOOD

YEAR	WINEOW STREET ADDRESSES							
	No. 101	No. 135	No. 109 a.k.a. No. 137	No. 111 a.k.a. No. 139	No. 113 a.k.a. No. 141	No. 115	No. 117 a.k.a. No. 143	No. 119 a.k.a. No. 145
1946			Henry L. Davis	Jos. Yaksetich Flo. Goodrich Stella Rice	Peter Stefanovich		Mary Clark	Carl Broomback rear, Alice Taylor
1940		Community Park	Henry L. Davis	Jos. Yaksetich	Thomas W. Litton		James A. Hackett	Alex Simpson
1935		Mid-City Baseball Park	Henry L. Davis	Jos. Yaksetich, grocer	Jos. Yaksetich		Oscar L. Clark	Sallie Smith
1931		Mid-City Baseball Park	William E. Carter	Jos. Zoketick, grocer	Jos. Zoketick		William W. Blizzard	John Brady Emma Mintdrop
1925		Mid-City Baseball Park	Robert W. Parker	Stella Parker			Alice Trent	Vacant
1921			Jos. Yaketyh, 2-story dwelling	Louise Miller, 2-story shop	2-story dwelling		Sarah Shaffer, 2-story dwelling	Vacant 2-story dwelling
1920			Joe Yaxst, renter, coal miner, Hungarian		Bessie Miller, owner, rest. cook, black		Cora Bessman, renter, servant, black	Ellis Chapin, renter, repairer?, white
1917			Lottie Hutzell	Louise Miller			Sarah Shaffer	Frank M. Miller

TABLE 8A (continued)

YEAR	WINEOW STREET ADDRESSES							
	No. 101	No. 135	No. 109 a.k.a. No. 137	No. 111 a.k.a. No. 139	No. 113 a.k.a. No. 141	No. 115	No. 117 a.k.a. No. 143	No. 119 a.k.a. No. 145
1913						Rhoda B. Westbrook, widow of James		Richard M. Wolf, heater John F. Wolf, labor. Amanda E. Wolf, widow of John
1910			Grant Krupple, Sr., white renter, r.r. conductor, 2-story dwelling	2-story luncheonette	2-story dwelling	Rhoda Westbrook widow, renter, boarding ho. kpr., white	Andrew Van Pelt, renter, laborer, white 2-story dwelling	Amanda Wolfe, widow, white, renter 2-story dwelling son, John, Steel Works laborer
1904			2-story dwelling	part 2-story tenement	part 2-story tenement		2-story dwelling	2-story dwelling
1900			John H. Abe, renter, white, laborer			Charles Thomas, renter, laborer, white	Catherine Timanus, wid., renter, white	
1897			2-story dwelling	part 2-story grocery	part 2-story grocery		part 2-story restaurant	part 2-story restaurant
1892			(2) 2-story dwellings	2-story meat market	2-story dwelling	1-story meat market	2-story dwelling	2-story dwelling
1887	Blacksmith shop		(2) 2-story vacant dwellings	2-story dwelling	2-story dwelling	1-story meat market	2-story dwelling	2-story dwelling

Sources: Polk's Cumberland City Directory: 1913, 1917, 1921, 1925, 1931, 1935, 1940, 1946; Sanborn Map Company: 1887, 1892, 1897, 1904, 1910, 1921, 1949; U.S., Bureau of the Census: 1900, 1910, 1920.

TABLE 8B

STRUCTURES OCCUPYING THE WEST SIDE OF WINEOW STREET (CONTINUED),
HISTORIC PROPERTY NO. 8: WINEOW STREET NEIGHBORHOOD

YEAR	WINEOW STREET ADDRESSES					
	No. 119½	No. 123½B	No. 123½A	No. 123½	No. 123	No. 123¼ a.k.a. No. 151
1946						Beerman Auto Wreckers
1940						Beerman Auto Wreckers
1935						Snyder Foundry & Pattern Works
1931						
1925						
1921					John E. Ford, shoemaker, black, 2-story dwelling	Carl A. Johnson, 1-story dwelling
1920					Cora Miller, renter, white	
1917					William G. Kesecker	
1913						
1910		2-story dwelling	2-story dwelling	1½-story stable	John McGinnis, renter, white farm worker	1½-story stable

TABLE 8B (continued)

YEAR	WINEOW STREET ADDRESSES					
	No. 119½	No. 123½B	No. 123½A	No. 123½	No. 123	No. 123¼ a.k.a. No. 151
1904	1-story unidentified structure	2-story second-hand clothes store	2-story stable	2-story stable	2-story dwelling	2-story stable
1900						
1897	1-story stable	1½-story stable	1½-story stable	2-story stable	2-story dwelling	2-story stable
1892	1-story unidentified structure	1-story stable	1-story stable	2-story stable	2-story dwelling	2-story stable
1887	1-story unidentified structure	1-story stable	1-story stable	2-story stable	2-story dwelling	2-story stable

Sources: Polk's Cumberland City Directory, 1913, 1917, 1921, 1925, 1931, 1935, 1940, 1946; Sanborn Map Company, 1887, 1892, 1904, 1910, 1921, 1949; U.S., Bureau of the Census, 1900, 1910, 1920.

APPENDIX B

QUALIFICATIONS OF INVESTIGATORS

RESUME

NAME: Kay Simpson

EDUCATION: Ph.D., Anthropology, University of Arizona, 1983
M.A., Anthropology, University of Arizona, 1974
B.A., Anthropology, University of Arkansas, 1973

AFFILIATIONS: American Anthropological Association
American Society for Conservation Archaeology
(Executive Officer 1985-87, 1987-89)
Archeological Society of Virginia
Association of Iowa Archaeologists
Council of Virginia Archaeologists
Historic Preservation Foundation of North Carolina
Iowa Archaeological Society (Secretary 1989-90)
North Carolina Archaeological Society
North Carolina Archaeological Council
Plains Anthropological Society
Sigma Xi - (Greater Des Moines Club Vice-Pres 1987-
88; President, 1988-89; Treasurer 1989-90)
Society for American Archaeology
Society for Historical Archaeology

STATE BOARDS: Iowa State Preserves Advisory Board 1987-90 (Vice-Chair 1990)

EXPERIENCE: Senior Archaeologist, The Cultural Resource Group,
1990-present Louis Berger & Associates, Inc.

Chief, Cultural Resources, Southeast Region, Richmond and Raleigh Offices.
Office manager and project manager of cultural resource projects and historic
preservation planning studies. Coordinate with prime environmental studies.
Plan and conduct surveys and excavations of prehistoric and historic sites and
prepare technical reports. Preparation of research proposals, budgets, and
general business development in the Southeast. Major projects include:

**Virginia Department of Transportation, Indefinite Delivery Cultural Resources
Services.** Project Manager and Principal Investigator for 31 task orders in one-year
period. Projects included Phase I and II architectural and archaeological studies and
Phase III HAER recordation projects.

**Maryland Department of Transportation, Indefinite Delivery Cultural Resources
Services.** Project Manager and Principal Investigator for 5 task orders. Projects
included Phase I and II historical and archaeological studies.

National Park Service, Denver Service Center, Eastern Applied Archeology Center, Indefinite Delivery Cultural Resources Services. Project Manager and Principal Investigator for 9 task orders. Projects included Phase I and II historical and archaeological studies.

Wilmington District Corps of Engineers, Indefinite Delivery Cultural Resources Services. Project Manager and Principal Investigator. Major projects include:

Archaeological and Historical Research Proposal for the Great Sandy Run Pocosin, Camp Lejeune Marine Corps Base, Onslow County, North Carolina.

Military Ocean Terminal-Sunny Point, Brunswick County, North Carolina. Phase I/II investigations at four Colonial and Civil War historic archaeological sites.

Parrish House Tract, Falls Lake, North Carolina. Phase I/II historic archaeological and architectural evaluation of mid-19th century farmstead.

Butner Federal Correctional Complex, Durham and Granville counties, North Carolina. Principal Investigator for Phase I cultural resource survey and Phase II archaeological investigations at two Archaic sites. Report submitted to Federal Bureau of Prisons.

Battlefield Park Road, Henrico County, Virginia. Principal Investigator for Phase I archaeological investigations. Report submitted to Resource International, Inc. and National Park Service, Mid-Atlantic Region.

McKellars Lakes, Fort Bragg, Cumberland County, North Carolina. Principal Investigator for Phase I archaeological investigations. Report submitted to Hobbs, Upchurch & Associates, and Corps of Engineers, Savannah District.

Jacksonville Bypass, Onslow County, North Carolina. Project Manager and Principal Investigator for Phase I archaeological and architectural survey. Reports submitted to North Carolina Department of Transportation.

US 17 Improvements Project, Holly Ridge to Jacksonville, Onslow County, North Carolina. Project Manager and Principal Investigator for Phase I archaeological and architectural surveys. Reports submitted to North Carolina Department of Transportation.

Cultural Resource General Management Consultant, North Carolina. Project Manager for the North Carolina Department of Transportation for 18 highway projects and Cultural Resource General Management Sub-Consultant to Greiner, Inc., for 13 highway projects. Responsibilities included review of cultural resource sub-consultant proposals, reports, 106 documentation, and EIS/EA documentation; cultural resource assessments; and project coordination with prime engineering consultants, NCDOT, FHWA, and North Carolina SHPO.

1984 to 1990 **Department Archaeologist, State Historical Society of Iowa, Bureau of Historic Preservation, Des Moines.**

Responsible for statewide archaeological survey, compliance, registration, subgrant, and planning programs; design and oversight of NADB data base; and oversight of compliance program policy development. Conducted historic preservation workshops on survey, preservation law, and cultural resource management. Major projects included:

Project Manager. Iowa State Preserves Board, Interagency Contracts for Archaeological Survey of State Preserves Lands.

Project Manager. National Park Service, Contract for National Bibliographic Database Encoding Project (NADB). Designed and supervised compliance and archaeological project database for State of Iowa.

Project Manager. Iowa Department of Soil Conservation, Interagency Contracts for Archaeological Surveys of Strip Mining Areas.

1980 to 1984 **Archeologist, Western Archeological and Conservation Center, National Park Service, Tucson, Arizona.**

Performed numerous surveys and excavations in Death Valley, Mojave Desert, Sonoran Desert, Lower Colorado River and Colorado Plateau Park areas; preparation of monographs, letter reports, and clearance reports. Staff duties included compliance coordination with SHPO, preparing NRHP nominations, and design and management of site data bank and projects archives.

1983 **Archaeologist. Institute for American Research, Tucson, Arizona. Survey of 800 acre development area.**

1980 to 1982 **Teaching Assistant and Associate, Department of Anthropology, University of Arizona. Courses: Introduction to Physical Anthropology and Archaeology, Ancient Mesopotamia, Ancient Egyptian Civilization.**

1977 to 1979 **Archaeologist, Joint American Expedition to Terqa, Syria, University of California, Los Angeles. Designed and supervised intensive mound survey and surface survey in the Middle Euphrates Valley, Syria; supervised excavations at Tell Qraya and Tell al-'Ashara. Taught UCLA field school students survey and excavation techniques.**

1978 to 1979 **Assistant Archaeologist, Kaibab National Forest, Williams, Arizona. Designed and conducted sample and inventory surveys on Forest lands.**

- 1976 to 1977 **Archaeologist, Arizona State Museum, Tucson, Arizona.** Director of multiphase powerline corridor survey, intensive surface collection and mapping of pithouse villages and water control sites, and data recovery program on 29 lithic scatters and historic sites.
- 1976 **Archaeologist, Khirokita, Cyprus, British School of Archaeology, Jerusalem/Institute de Prehistoire, Paris.** Neolithic site excavations.
- 1975 to 1976 **Archaeologist, Tell Jemmeh, Israel, Smithsonian Institution.** Chalcolithic-Iron Age-Byzantine site excavations.
- 1972 to 1973 **Research Assistant, Arkansas Archeological Survey, Fayetteville, Arkansas.**

RESEARCH INTERESTS:

Cultural Resource Management, Data Base Applications in Archaeology, Settlement Patterns and Spatial Analysis, Complex Societies and World Systems Theory, U.S. Southwest, Southeast and Midwest Prehistory

PUBLICATIONS AND TECHNICAL REPORTS:

- 1993 Co-author of Phase I Cultural Resource Survey, Route 250 Bridge Replacement Project, Highland County, Virginia. Submitted to the Virginia Department of Transportation.
- 1993 Co-author of Phase II Cultural Resource Investigations, U.S. Route 58 Improvements Project, Lee County, Virginia. Submitted to the Virginia Department of Transportation.
- 1992 Senior Author of Cultural Resources Research Proposal, Great Sandy Run Acquisition Area, Camp Lejeune Marine Corps Base, Onslow County, North Carolina. Submitted to the Wilmington District Corps of Engineers.
- 1992 Phase I Archaeological Survey, Route 360-Wetland Mitigation Site, Chesterfield County, Virginia. Submitted to the Virginia Department of Transportation.
- 1992 Phase I Archaeological Survey, Route 460 - Farmville Bypass, Prince Edward County, Virginia. Submitted to the Virginia Department of Transportation.
- 1992 Phase I Archaeological Survey, Erosional Control Area K, McKellars Lakes, Fort Bragg, Cumberland County, North Carolina. Submitted to Hobbs, Upchurch, & Associates, Southern Pines, NC.

- 1992 Cultural Resources Survey, Proposed Waterline Extension, Battlefield Park Road, Henrico County, Virginia. Submitted to Resource International, Ltd, Ashland, Virginia.
- 1992 Senior Author of Supplemental Phase I and Phase II Cultural Resource Investigations, Butner Federal Correctional Complex, Durham and Granville Counties, North Carolina. Submitted to the Federal Bureau of Prisons.
- 1991 Phase I Archaeological Survey, US Highway 17 Improvements, Holly Ridge to Jacksonville, Onslow County, North Carolina. Submitted to the North Carolina Department of Transportation.
- 1991 Phase I Archaeological Survey, US 17, Jacksonville Bypass, Onslow County, North Carolina. Submitted to the North Carolina Department of Transportation.
- 1991 Co-Author of Cultural Resource Survey, Parrish Tract, Falls Lake, Durham County, North Carolina. Submitted to the Wilmington District Corps of Engineers.
- 1991 Senior Author of Butner Federal Correctional Complex, Durham and Granville Counties, North Carolina. Phase Ib Cultural Resource Survey. Submitted to the Federal Bureau of Prisons.
- 1988 Soundings at Tall Qraya, An Early Village in the Middle Euphrates Valley. Syro-Mesopotamian Studies 4/4. Undena Press, Malibu.
- 1985 Senior Author of Archeological Survey in the Eastern Tucson Basin, Saguaro National Monument, Cactus Forest Area. Proceedings of the 1983 Hohokam Symposium, Part I. Edited by A.E. Dittert, Jr. and D.E. Dove. Arizona Archaeological Society, Occasional Paper 2, pp. 223-238.
- 1985 Book Review. Brian M. Fagan, editor, Prehistoric Times. Readings from Scientific American. San Francisco: W.H. Freeman and Co. 1983. Biblical Archaeologist 48(1):60.
- 1984 Senior Author of Archeological Survey in the Eastern Tucson Basin, Saguaro National Monument, Rincon Mountain Unit. Two volumes. Western Archeological and Conservation Center, Publications in Anthropology 21. National Park Service, Tucson, Arizona.
- 1983 An Archaeological Survey of La Paloma, Tucson, Arizona. Institute for American Research Technical Report 83-6.
- 1983 Senior Author of Archeological Survey in the Eastern Tucson Basin, Saguaro National Monument, Rincon Mountain Unit. Two Volumes. Western Archeological and Conservation Center, Publications in Anthropology 21. National Park Service, Tucson.

- 1983 Settlement Patterns on the Margins of Mesopotamia: Stability and Change along the Middle Euphrates, Syria. Doctoral dissertation, University Microfilms, Ann Arbor.
- 1981 The Joshua Tree Road Improvements Project. Western Archeological and Conservation Center, National Park Service, Tucson.
- 1981 Tumacacori Drain Excavation, Excavation of Granary Well Points. In Excavations at Tumacacori 1979/1980. Historic Archeology at Tumacacori National Monument, Arizona. Western Archeological and Conservation Center, Publications in Anthropology 17. National Park Service, Tucson.
- 1979 Khana Survey - extensive and intensive. In Terqa Preliminary Reports 10. The Fourth Season: Introduction and the Stratigraphic Record, by Giorgio Buccellati. Bibliotheca Mesopotamica 10:16-18. Malibu: Undena Press.
- 1978 Senior Author of The AEPCO Project, Greenlee to Dos Condado Survey and Data Recovery of Archeological Resources. 4 Volumes. Arizona State Museum, Archaeological Series 117. Tucson.
- 1973 An Archaeological Survey of a Portion of the Central White River Basin: Microenvironments and Their Exploitation. Honors Thesis, University of Arkansas, Fayetteville.

PAPERS:

- 1991 (with Steven De Vore, Joyce McKay, Shirley Schermer, and Larry Abbott) The Dubuque Lead Mining District: The Archaeological Investigations and Management Concerns for the Frontier Lead Mining Industry, 1788-1865. Society for Historical Archaeology, Richmond.
- 1990 Using Multiple Property Documentation as a Planning Tool. Preservation Challenges for the 1990s: A Conference for Public Officials, Washington, D.C.
- 1990 Historic Preservation Funding in Iowa. 40th Annual Meeting, Iowa Archaeological Society, Decorah.
- 1989 Use of the Multiple Property Documentation Form for Planning Purposes. National Park Service Workshop, Linking Planning with Survey, Evaluation, & Registration, Denver.
- 1989 Historic Preservation in Iowa: A 1989 Progress Report, 39th Annual Meeting, Iowa Archaeological Society, Cedar Falls.

- 1988 National Register Archaeological Sites in Iowa. 38th Annual Meeting, Iowa Archaeological Society, Davenport.
- 1986 Progress Report on the New State Museum. 36th Annual Meeting, Iowa Archaeological Society, Iowa City.
- 1985 A Design for a Statewide Cultural Resource Computerized Database. 43rd Annual Plains Conference, Iowa City.
- 1985 Intensive Artifact Inventory on Archaeological Survey. Annual Meeting, Society for American Archaeology, Denver.
- 1984 Settlement Patterns in the Eastern Tucson Basin. Pecos Conference, Blanding.
- 1983 Recent Surveys by the Western Archeological and Conservation Center in Southeastern Arizona. Pecos Conference, Flagstaff.
- 1983 Archeological Survey in the Eastern Tucson Basin: Saguaro National Monument, Cactus Forest Area. Hohokam Symposium, Phoenix.
- 1982 Soundings at Tall Qraya, Syria. American Oriental Society, Western Branch Meetings, Phoenix.

AWARDS, GRANTS:

University of Arizona Academic Scholarship,
1981-1982.
Sigma Xi Grants-in-Aid of Research, 1979.
University of Arizona Graduate Student Development
Fund Grant, 1979.
University of Arizona Research Grant, Department
of Anthropology, 1975.
National Science Foundation Graduate Fellowship,
1973-1976.
Phi Beta Kappa, 1973.
Northwest Arkansas Archeological Society Award,
1973.
Sigma Xi Chapter Grant for Research, 1972.

RESUME

NAME: John H. Sprinkle, Jr., Ph.D.

EDUCATION: Ph.D., History, College of William and Mary, 1992.
M.A., Anthropology with Specialization in Historical Archaeology, College of William and Mary, 1984.
B.A., Anthropology and History, University of Delaware, 1982.

PROFESSIONAL AFFILIATIONS:

Society for Historical Archaeology
Council for Northeast Historical Archaeology
Council of Virginia Archaeologists (Editor)
Archaeological Society of Virginia (Vice President)
American Historical Association
Southern Historical Association
Agricultural History Association
Institute of Early American History and Culture
Washington Seminar in American History

EXPERIENCE:
1992-present

**Senior Historian/Archaeologist, The Cultural Resource Group,
Louis Berger & Associates, Inc., Washington, D.C.**

Project Manager serving clients with multiple task orders. Designed, implemented, and reported on all phases of historical and archaeological research projects and historic preservation planning studies involving historic and prehistoric cultural resources. Planned and conducted surveys and excavations of historic and prehistoric archaeological sites. Prepared research proposals, budgets, management summaries, and technical reports. Major projects include:

Chesapeake and Ohio Canal Parkway, Cumberland, Maryland. Prepared an intensive historical study of eleven sample historic properties within project area adjacent to Chesapeake and Ohio Canal National Historical Park. Prepared for Maryland Department of Transportation, State Highway Administration, Baltimore, Maryland.

National Register of Historic Places, Washington, D.C. Prepared National Register Bulletin 36, reviewed archeological nominations, and fostered interaction between historians and archaeologists. Served under contract with the National Conference of State Historic Preservation Officers.

Federal Metropolitan Detention Center, Washington, D.C. Principal Investigator for a Phase IB intensive historical investigation of two proposed sites. Report submitted to Federal Bureau of Prisons, Washington, D.C.

Delaware Turnpike, New Castle County, Delaware. Principal Investigator for a Phase IA reconnaissance of an 8.5-mile-long highway corridor. Report submitted to Delaware Department of Transportation, Dover, Delaware.

Federal Correctional Complex, Edgefield, South Carolina. Principal Investigator for a Phase IA reconnaissance of a ca. 1,000-acre parcel. Report submitted to Federal Bureau of Prisons, Washington, D.C.

Winpenny Site, Montgomery County, Maryland. Principal Investigator for Phase I survey of a mid-nineteenth-century farmstead. Report submitted to Maryland Department of Transportation, State Highway Administration, Baltimore, Maryland.

US 220 Alternates, Cumberland, Maryland. Principal Investigator for Phase I survey of three proposed highway alternatives. Report submitted to Maryland Department of Transportation, State Highway Administration, Baltimore, Maryland.

Cultural Resource Assessment, San Antonio and Austin, Texas. Project Archaeologist for archaeological and architectural evaluation of 55 properties in Texas. Report submitted to Resolution Trust Corporation, Phoenix, Arizona.

Jefferson County Federal Correctional Complex, Beaumont, Texas. Principal Investigator for Phase IB archaeological survey of ca. 1,100-acre parcel. Report submitted to Federal Bureau of Prisons, Washington, D.C.

Metropolitan Detention Center, Philadelphia, Pennsylvania. Principal Investigator for an assessment of cultural resource information. Report submitted to Federal Bureau of Prisons, Washington, D.C.

Coleman Federal Correctional Complex, Sumter County, Florida. Principal Investigator for a Phase IB survey of a ca. 1,300-acre parcel. Report Submitted to Federal Bureau of Prisons, Washington, D.C.

1989-1992

**Archaeologist, The Cultural Resource Group
Louis Berger & Associates, Inc., Washington, D.C.**

Fort Johnston, Fort Anderson, Battery Lamb and the Robbins Plantation, North Carolina. Principal Investigator for archaeological testing at four sites located on Military Ocean Terminal, Sunny Point. Report submitted to U.S. Army Corps of Engineers, Wilmington District, Wilmington, North Carolina.

Wilderness Battlefield, Spotsylvania County, Virginia. Principal Investigator for a Phase IA cultural resource investigation of the ca. 2,400-acre Fawn Lake Residential Development. Included an archaeological survey of two areas of Confederate trenches within the property. Report submitted to NTS Corporation, Louisville, Kentucky.

Marine Corps Combat Development Command, Quantico, Virginia. Principal Investigator for a Phase IA cultural resource investigation of proposed Officer Candidate School medical clinic, Reserve Training buildings, and Tri-Modular Club. Report submitted to U.S. Marine Corps, Quantico, Virginia.

White Sands Missile Range, New Mexico. Principal Investigator (cultural resources) for Environmental Assessment of Lightweight Exoatmospheric Projectile (LEAP). Report submitted to Strategic Defense Initiative Organization, Washington, D.C.

Patuxent Wildlife Research Center, Prince Georges County, Maryland. Principal Investigator for a Phase I cultural resource investigation of Site 12. Report submitted to U.S. Fish and Wildlife Service, Laurel, Maryland.

Falls Lake, Durham County, North Carolina. Field Director, Phase I cultural resources survey of the Parrish Tract, a nineteenth-century farmstead. Report submitted to U.S. Army Corps of Engineers, Wilmington District, Wilmington, North Carolina.

Sudley Road Sanitary Landfill, Anne Arundel County, Maryland. Principal Investigator for a Phase IA cultural resource reconnaissance of a ca. 150-acre tract. Report submitted to Gershman, Brickner & Bratton, Inc., Falls Church, Virginia.

Hazardous Waste Storage Facility, Washington, D.C. Principal Investigator for cultural resource assessment, MCON Project P-304. Report submitted to RGH CM2M Hill Inc., Reston, Virginia.

Will Rogers World Airport, Oklahoma City, Oklahoma. Principal Investigator for a Phase I survey of the proposed Federal Transfer Center. Report submitted to Federal Bureau of Prisons, Washington, D.C.

Allenwood Federal Correctional Complex, Allenwood, Pennsylvania. Principal Investigator for a Phase IB survey of a ca. 1,000-acre parcel. Conducted Phase II testing at six nineteenth-century farmstead sites. Assistant Field Director for Phase II testing at Prehistoric Site 36Un35. Report submitted to Federal Bureau of Prisons, Washington, D.C.

Federal Correctional Complex, Tracy, California. Principal Investigator for a Phase I survey of a ca. 200-acre parcel. Report submitted to Federal Bureau of Prisons, Washington, D.C.

Beckley Federal Correctional Complex, Beckley, West Virginia. Principal Investigator for a Phase IA and IB Survey of a ca. 250-acre parcel. Report submitted to Federal Bureau of Prisons, Washington, D.C.

Millersville Sanitary Landfill, Odenton, Maryland. Principal Investigator for a Phase IA reconnaissance and Phase IB survey of a ca. 280-acre parcel. Report submitted to Gershman, Brickner, & Bratton, Inc., Falls Church, Virginia.

Clover Power Plant Site, Halifax County, Virginia. Principal Investigator for a Phase Ib survey of a ca. 1,400-acre parcel and Phase II testing at various historic and prehistoric sites. Report submitted to Old Dominion Electrical Cooperative, Richmond, Virginia, and United Engineers and Constructors, Inc., Philadelphia, Pennsylvania.

Gettysburg National Military Park, Pennsylvania. Field Director for a Phase I Archaeological survey of proposed rehabilitation and redesign of park roads. Report submitted to National Park Service, Gettysburg, Pennsylvania.

Passapatanzy and Sutherland Sites, Stafford and Dinwiddle Counties, Virginia. Principal Investigator for a cultural resource evaluation of two proposed power plant sites. Report submitted to Old Dominion Electrical Cooperative, Richmond, Virginia, and United Engineers and Constructors, Inc., Philadelphia, Pennsylvania.

1988 to 1989

**Archaeologist, Division of Archeology
Maryland Geological Survey, Baltimore, Maryland.**

Designed, executed, and reported on a variety of archaeological research projects under contract with the Maryland Department of Transportation, State Highway Administration, Baltimore, Maryland. Conducted survey and excavations at several prehistoric and historic archaeological sites. Projects included:

Routes 26 and 194, Ceresville, Frederick County, Maryland. Principal Investigator for a Phase I archaeological survey for proposed highway dualization. Maryland Geological Survey, Division of Archeology, File Report 225.

Deep Run Six Archeological Site (18H019), Howard County, Maryland. Principal Investigator for a Phase II archaeological evaluation of a prehistoric campsite. Maryland Geological Survey, Division of Archeology, File Report 234.

Route 124, Montgomery County, Maryland. Principal Investigator for a Phase I archaeological survey of four bridge replacements. Maryland Geological Survey, Division of Archeology, File Report 223.

Route 94, Howard and Montgomery Counties, Maryland. Principal Investigator for a Phase I archaeological survey of a proposed bridge across the Patuxent River. Maryland Geological Survey, Division of Archeology, File Report 222.

Sharpe-Ridout-Boone Mill Complex (18AN652), Anne Arundel County, Maryland. Principal Investigator for archaeological investigations at an eighteenth- and nineteenth-century gristmill site. Maryland Geological Survey, Division of Archeology, File Report in press.

**Instructor, Department of History
University of Maryland Baltimore County, Catonsville, Maryland.**

Responsible for one section of the United States History to 1876 course.

1987 to 1988

**Project Field Director, Department of Anthropology
College of William and Mary, Williamsburg, Virginia.**

Designed, conducted, and reported on a Phase I survey of a ca. 640-acre proposed residential and commercial development near Suffolk, Virginia. Report submitted to Hillpoint Farms Development, Suffolk, Virginia.

Adjunct Faculty, Department of History
Christopher Newport College, Newport News, Virginia.

Responsible for two sections of Western Civilization Survey course.

1986 to 1987

Teaching Fellow, Department of History
College of William and Mary, Williamsburg, Virginia.

Responsible for one section of the United States History Since 1877 course.

Archaeologist, Virginia Division of Historic Landmarks
Richmond, Virginia

Participated in the Phase III excavations at the Riding Ring Site (44VB7), a Late Woodland and historic Chesapeake Indian village, Virginia Beach, Virginia.

Project Field Director, Department of Anthropology
College of William and Mary, Williamsburg, Virginia

Designed and implemented Phase II testing and Phase III data recovery excavations at the Pope Site (44SN180), a late eighteenth-century plantation quarter in Southampton, County, Virginia. Report submitted to Virginia Department of Transportation, Richmond, Virginia and subsequently published as Material Culture, Social Relations, and Spatial Organization on a Colonial Frontier: The Pope Site (44SN180), Southampton County, Virginia by Theodore R. Reinhart, Department of Anthropology, College of William and Mary, Williamsburg, Virginia, 1987.

Teaching Assistant, Department of Anthropology
College of William and Mary, Williamsburg, Virginia

Assisted in four summer archaeological field schools at the Governor's Land, James City County; Williamsburg, Virginia, and Gloucester Point, Virginia.

1984 to 1985

Teaching Assistant, Department of Anthropology
College of William and Mary, Williamsburg, Virginia

Assisted in two, 6-week summer archaeological field schools in James City County, Williamsburg, and Gloucester Point, Virginia.

1983 to 1984

Historical Archaeology Intern, Office of Archaeological Excavation,
Colonial Williamsburg Foundation, Williamsburg, Virginia.

Participated in the development of Resource Planning and Protection Process documentation for Williamsburg and the James-York Peninsula.

- 1983 **Teaching Assistant, Department of Anthropology**
 College of William and Mary, Williamsburg, Virginia
- Assisted in a 6-week summer archaeological field school at the Governor's Land, a 1400-acre undeveloped tract in James City County, Virginia. Investigations included site identification and testing as part of Master's thesis research.
- 1982 **Archaeologist, Delaware Department of Transportation,**
 Dover, Delaware
- Participated in the survey and testing of the Route 7 corridor south of Christiana Mall and in Phase II excavations at the William Hawthorn site (7NC-E-46) in northern New Castle County, Delaware.
- 1981 **Laboratory and Field Assistant, Bureau of Archaeology and Historic**
 Preservation, Delaware Division of Historical and Cultural Affairs, Dover,
 Delaware.
- Conducted excavations, historical research, and cultural resource data base management as a summer intern for the Bureau.

PUBLICATIONS:

- N.D. National Register Bulletin 36: Guidelines for Evaluating and Registering Historical Archeological Sites and Districts. National Register of Historic Places, Washington, D.C. (with Jan Townsend and John Knoerl). In Press.
- N.D. "The Wealth of a Rebellion That Was: The Material Culture and Domestic Space of Bacon's Rebellion in Virginia, 1677." Paper presented at the Winterthur Museum Conference: "The American Home: Material Culture, Domestic Space, and Family Life," Winterthur, Delaware. In press.
- N.D. "The Difference Betwixt a Chevaux de Frise and a Cabbage Garden": The Archaeology of Eighteenth-Century Military Sites in Virginia. Paper presented at the Council of Virginia Archaeologists Symposium VI: The Historical Archaeology of Eighteenth-Century Virginia, Charlottesville, Virginia. In press.
- N.D. "The Cultural Resources of the Clover Property, Halifax County, Virginia," The Archeological Society of Virginia Quarterly Bulletin. In press.
- 1992-1993 Virginia Archaeologist. Editor of the biannual Newsletter of the Council of Virginia Archaeologists.
- 1992 "Recognize an Old Friend: The National Register of Historic Places," Federal Archeology Report 5(4):23.
- Archaeological Investigations at Fort Johnston, Fort Anderson, The Robbins Plantation, and Battery Lamb: Military Ocean Terminal, Sunny Point, North Carolina. Prepared for the U.S. Department of the Army, Wilmington District Corps of Engineers, Wilmington, North Carolina (with Kay Simpson).

- 1991 "The Contents of Charles Cox's Whitehall Mill Chest." Historical Archaeology, 25(3):91-93.
- Archaeological Survey for Rehabilitation of Park Roads: Gettysburg National Military Park, Gettysburg, Pennsylvania. Prepared for the National Park Service, Applied Archaeology Center, Rockville, Maryland (with Michael L. Alterman and Ingrid Wuebber).
- 1990 "Using Josiah Wedgwood to Teach the Industrial Revolution," Teaching History: A Journal of Methods. Volume XV, Number 2 (with Phyllis A. Hall).
- 1986 "A Prelude to Rebellion: Indian-White Relations on Virginia's Northern Neck, 1660-1676," Northern Neck of Virginia Historical Magazine 35:3990-4004.
- 1983 "The Green Valley Site Complex: Lithic Reduction Base Camp Sites on the Delaware Fall Line," Bulletin of the Archaeological Society of Delaware Volume 12, (with Jay F. Custer, A. H. Flora, and M. C. Stiner).

ACADEMIC PRESENTATIONS:

- 1994 "Settlement, Consumerism, Diversity, and Modernization: Virginia during the Nineteenth Century," Symposium Organizer, Society for Historical Archaeology, Vancouver, British Columbia.
- 1993 "The Transformation of Virginia during the Nineteenth-Century: An Archaeological Synthesis," Program Chair and Volume Editor, Council of Virginia Archaeologists Symposium VII, Alexandria, Virginia.
- "National Register Criteria and Evaluation for Historic Archeology." Paper presented at the National Park Service Workshop: "Historic Archeology and the National Register," Aspen, Colorado (with Carol Shull and Jan Townsend).
- "Excavations at the Pope Site (44SN180): A Late-Eighteenth Century Farmstead on the Virginia Frontier," Paper presented to the Northern Virginia Chapter, Archeological Society of Virginia, Fairfax, Virginia.
- "Charles Cox: The Archaeology of an African-American Miller in Revolutionary Maryland," Paper presented to the Archaeological Society of Maryland for African-American History Month, Prince Frederick, Maryland.
- "Rebel Farmsteads: The Material Culture of Bacon's Rebellion in Virginia," Paper presented at the annual meeting of the Society for Historical Archaeology, Kansas City, Missouri.
- 1992 "'Virginias Deploured Condition': An Archaeological Perspective on Cultural Stability in Colonial Virginia." Paper presented at the annual meeting of the Archaeological Society of Virginia, Manassas, Virginia.

"'Fortress, Mart, and Magazine': An Archaeological Description of Virginia's First Seven Decades." Paper presented as part of a seven-month lecture series Archaeology, The Evidence of History: The Meeting of Indians, Europeans, and Africans in Virginia sponsored by the Loudoun County Libraries, Leesburg, Virginia.

"Excavations at the Whitehall Plantation Mill Complex, Anne Arundel County, Maryland." Paper presented at the Middle Atlantic Archaeology Conference, Ocean City, Maryland.

"African-Americans on the Periphery: The Archaeology of Slaves and Free Blacks in the Middle Atlantic." Symposium chairperson. Presented "Charles Cox's Mill House Chest: An Historical Analogy for an Archaeological Feature." Annual meeting of the Society for Historical Archaeology, Kingston, Jamaica.

1991 "Of Sites and Soils: Two Hundred Years of Farmstead Location on a Virginia Plantation." Paper presented at the annual meeting of the Society for Historical Archaeology, Richmond, Virginia.

1984 "Science and Tradition: An Archaeological Survey of the 'Governor's Land,' James City County, Virginia." Paper presented at the annual meeting of the Society for Historical Archaeology, Williamsburg, Virginia.

1983 "Let's Do Something About Site Records: Characteristics of the Williamsburg Archaeological Region." Paper presented at the annual meeting of the Archaeological Society of Virginia, Williamsburg, Virginia.

AWARDS:

1993 Virginia Historical Society, Mellon Fellowship, Richmond, Virginia.

1991 Virginia Historical Society, Mellon Fellowship, Richmond, Virginia.

1986 Jamestowne Society Fellowship for research in Seventeenth Century Virginia History.

1985 Northern Neck of Virginia Historical Society Fellowship.

1984-1988 College of William and Mary, Department of History, Doctoral Studies Fellowship.

1983-1984 College of William and Mary, Department of History, Historical Archaeology Internship.

1982-1983 College of William and Mary, Department of Anthropology, Graduate Student Internship.

RESUME

NAME: Ingrid Wuebber

EDUCATION: B.A., Archaeology, Douglass College,
Rutgers University, 1979.

EXPERIENCE:

1986 to Present **Senior Research Historian, The Cultural Resource Group,
Louis Berger & Associates, Inc.**

Historian and archaeologist with a wide range of experience involving historical research. Has researched and written contextual and site-specific histories for a variety of industrial, military, transportation, commercial, and domestic sites. Has conducted research for projects in Colorado, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Virginia, Washington, D.C., and West Virginia. Major projects include the following:

Historical Research for Liberty Gas Pipeline, Middlesex County, New Jersey, and New York City. Prepared historical overview for assessment of archaeological potential within proposed gas pipeline corridor. For Transcontinental Gas Pipe Line Company.

Historical Research: 1626-1990, Salem Maritime National Historic Site, Massachusetts. Responsible for tax and deed research used in development of a site history and series of base maps for the park. For the National Park Service, Denver Service Center.

Historic Sites Inventory, Delaware Water Gap National Recreation Area, New Jersey and Pennsylvania. Responsible for compiling an inventory of historic standing structures in park, and conducted site-specific research on potentially National Register-eligible structures. For the National Park Service, Mid-Atlantic Region.

Phase I and II historical and archaeological investigation of the proposed NJ Route 129 Re-Alignment between Broad Street and US Route 1, Trenton, New Jersey. For the New Jersey Department of Transportation.

Archaeological data recovery of the I-95 ramp completion project, Philadelphia, Pennsylvania. For Urban Engineers, Inc., Philadelphia.

Phase II historical and archaeological study of the East Creek Sawmill Site (28CM20), 1782 to circa 1913, Cape May County, New Jersey. For the Federal Highway Administration and the New Jersey Department of Transportation.

Phase III historical and archaeological data recovery of the Vandeventer-Fountain House Site (A085-01-0007), a late eighteenth to late nineteenth-century farmstead on Staten Island, New York. For Department of the Navy, Northern Division, Naval Facilities Engineering Command.

Phase III historical and archaeological data recovery of the Florence, Colorado, Historic Archaeological District. A late nineteenth- through twentieth-century oil field in Florence, Fremont County, Colorado. For the Federal Bureau of Prisons.

Phase I and II Cultural Resource Survey of the Clover Property, Old Dominion Electric Cooperative, Halifax County, Virginia. A late nineteenth-century tobacco plantation. For United Engineers and Constructors, Inc., Philadelphia, and Old Dominion Electric Cooperative, Glen Allen, Virginia.

Environmental Impact Statement for the proposed New Jersey Turnpike Widening, Interchange 8A to U.S. Route 46. For the New Jersey Department of Transportation.

Historic Structure Documentation for Submarine Escape Training Tank, Naval Submarine Base, New London, Groton, Connecticut. For the United States Navy.

The Fort Drum Cultural Resource Project, Jefferson County, New York. For the National Park Service, Mid-Atlantic Region, and the United States Army.

Archaeological Excavation and Historic American Engineering Record Documentation at Locks 4 and 6A on the Delaware and Raritan Canal, Trenton, New Jersey. For the New Jersey Department of Transportation.

Archaeological Evaluation of the Washington Metropolitan Area Transit Authority (WMATA) E-Route, Upper Mid-City Segment, District of Columbia. For Wallace Roberts & Todd and the Washington Metropolitan Area Transit Authority.

Archaeological Survey for the Rehabilitation of Park Roads, Gettysburg National Military Park, Gettysburg, Pennsylvania. For the National Park Service, Denver Service Center.

1983 to 1986

Assistant Historian, Louis Berger & Associates, Inc.

Phase I, II, and III Archaeological Investigations at Block 1101, Wilmington, Delaware. For the City of Wilmington, Department of Commerce.

Route 92 Cultural Resources Study. Somerset, Mercer, and Middlesex Counties, New Jersey. For the New Jersey Department of Transportation.

- 1984 **Project Laboratory Supervisor, Louis Berger & Associates, Inc.**
Responsible for historic artifact processing and analysis, Christina Gateway
Project, Wilmington, Delaware.
- 1983 **Field Crew, Louis Berger & Associates, Inc.,** Thomas Tindall House Site,
part of the Abbott Farm National Historic Landmark Project, Phase III,
near Trenton, New Jersey.

RESUME

NAME: Alison J. Helms

EDUCATION: B.A., Geology, Oberlin College, 1983.
Geology Field School, University of Arkansas at Monticello, Summer 1983.
Certified for 60 hours of AutoCAD training, Morris Hills District Adult School, 1992.

AFFILIATIONS: Society for Historical Archaeology
Council for Northeast Historical Archaeology
Society for Industrial Archaeology
National Genealogical Society

EXPERIENCE: Historian/Cartographer, The Cultural Resource Group, Louis Berger & Associates, Inc.
1988 - present

Special expertise is in cartographic research and historical land use analyses. As a historian at Louis Berger & Associates, Inc., has researched and written contextual and site-specific histories for a variety of projects requiring documentation and interpretation of archaeological and architectural resources. The broad range of historical subjects researched include rural farmsteads, rural and urban industrial establishments, commercial sites, transportation facilities, and bridges. Experienced in the use of historical records such as deeds, census and tax records, and manuscripts. Has performed research for projects in many areas of the United States, with concentration on sites in Pennsylvania, Maryland, New Jersey, New York, Connecticut, and Massachusetts. Major projects include the following:

Documentary Research and Production of Historical Base Maps, Steamtown National Historic Site, Scranton, Pennsylvania. Assistant Historian. Responsible for cartographic and historical research and the preparation of base maps showing the development of the railroad yard from 1854 to present. The base maps were used to determine areas of archaeological sensitivity that might be affected by development of the site. Prepared draft report for the National Park Service, Denver Service Center, 1992.

Archeological Overview, Railroaders Memorial Museum, Altoona, Blair County, Pennsylvania. Assistant Historian. Prepared a series of historical base maps showing industrial development in the project area from 1850 to present and researched history of the Altoona Machine Shop Complex. Prepared draft report for the National Park Service, Denver Service Center, 1992.

Archeological Overview of West Overton Village, Westmoreland County, Pennsylvania. Historian and Cartographer. Responsible for historical research and preparation of historical base maps describing the evolution of the site from a farmstead to a small industrial village. Prepared draft report for the National Park Service, Denver Service Center, 1993.

Salem Maritime National Historic Site: Historical Research 1626-1990. Assistant Historian. Prepared a series of historical base maps showing the development of the Salem waterfront over a period of 350 years. Contributing author to report prepared for the National Park Service, Denver Service Center, 1991.

Phase I and II Archaeological Investigations, S.R. 0011, Section 001, Perry County, Pennsylvania. Assistant Historian. Responsible for site files examination and historical background research. Contributing author to report prepared for the Pennsylvania Department of Transportation, 1991.

Phase II Archaeological Investigations at Hope Lodge, Fort Washington, Pennsylvania. Assistant Historian. Summarized previously compiled site-specific historical research. Contributing author to report prepared for John Bowie Associates, 1991.

Phase I Cultural Resource Survey, Aldenville Bridge Replacement, Aldenville, Wayne County, Pennsylvania. Assistant Historian. Conducted site files examination and historical background research. Wrote historical background chapter of Phase I report for Pennsylvania Department of Transportation, 1991-Present.

Phase I Cultural Resource Survey for Proposed SR0006 Bridge Replacement, Prompton Borough, Wayne County, Pennsylvania. Assistant Historian. Conducted historical background research for proposed bridge replacement project. Contributing author to report prepared for the Pennsylvania Department of Transportation, 1991.

Phase I Cultural Resource Survey for County Bridge 55501, T-351, Area of Impact Alternative 1, Foster Township, Luzerne County, Pennsylvania. Assistant Historian. Responsible for examination of state site files and primary and secondary historic sources. Prepared historical background chapter for Phase I report for the Luzerne County Road and Bridge Department, 1991.

Landing Lane Bridge, New Brunswick and Piscataway Townships, Middlesex County, New Jersey. Historic Structure Documentation for the Historic American Engineering Record. Assistant Historian. Conducted site-specific historical background research. Contributing author to report prepared for Buchar Horn, Inc., and Middlesex County, 1991.

Phase IA Cultural Resource Investigation, Oakland Beach Avenue Bridge, Rye, Westchester County, New York. Assistant Historian. Responsible for conducting site file search, examination of historic maps and other primary and secondary sources, and preparation of historic background section of report. Report prepared for Berger, Lehman Associates, P.C., 1991.

Archaeological Background Research, Allegheny Portage Railroad, NHS, Blair and Cambria Counties, Pennsylvania. Assistant Historian. Examined and obtained copies of road maps archived by the Pennsylvania Department of Transportation. Report of results prepared for the National Park Service, Denver Service Center, 1990.

Archaeological Evaluation of Sites 38HA146 and 38HA147 at the Proposed Federal Correctional Institution, Estill, Hampton County, South Carolina. Assistant Historian. Conducted site-specific historical research on a nineteenth- to early twentieth-century plantation site. Contributing author to report prepared for the U. S. Department of Justice, Federal Bureau of Prisons, 1990.

1985-1988 **Conservation Associate, Maryland Geological Survey, Division of Archeology, Baltimore, Maryland.**

Participated in Phase III examination of a nineteenth-century house occupied by tenant iron workers, from initial fieldwork to production of final report. Processed, cataloged, and analyzed artifacts; performed background historical research. Supervised and trained volunteers in excavation methods. Researched and reported initial manufacturing dates for several nineteenth-century button styles and experimented with xeroradiography of corroded metal buttons. Worked on testing of nine prehistoric sites in Maryland. Gained experience in topographic mapping, feature mapping, and setting up site grids. Designed and drafted more than 100 graphics, including artifact illustrations, for use in reports.

Historian, Baltimore Center for Urban Archeology (April-June 1986; May and September 1987).

Researched evolution of two Baltimore neighborhoods using deed title chains, tax assessments, city directories, and historical maps. Searched photograph archives for images of Baltimore history.

1985 **Crew Member, Garrow and Associates, Inc., Oxon Hill, Maryland.**

Assisted in excavations and laboratory work at Oxon Hill Manor, an extensive plantation site occupied from circa 1710 to circa 1895.

1984 **Crew Member, Colonial Williamsburg Foundation, Williamsburg, Virginia.**

Assisted in excavations of three eighteenth- to nineteenth-century sites. Projects included excavation of the outbuildings and gardens of the Peyton Randolph House, salvage excavation on the grounds of Tazewell Hall, and defining the extent of a small cemetery.

PUBLICATIONS:

Census Research. In Archeological Data Recovery at a Nineteenth Century Iron Worker's Dwelling at Harford Furnace, Maryland, by Silas D. Hurry, Appendix III. Maryland Geological Survey, Division of Archeology, File Report No. 217.

Clothing Items. In Archeological Data Recovery at a Nineteenth Century Iron Worker's Dwelling at Harford Furnace, Maryland, by Silas D. Hurry, Appendix X. Maryland Geological Survey, Division of Archeology, Field Report No. 217.